

JUNE 13, 1955

UP Dome Diners Described . . . p. 52

RAILWAY AGE

One of Five Simmons-Boardman Railway Publications

GOING AFTER THE BUSINESS

107 General Motors locomotives to the S.P. this year

During the first five months of this year, the Southern Pacific has received 107 new General Motors Diesel locomotive units—73 SD9's and 34 GP9's. Increasing use of rail-trailer movement, plus high Diesel efficiency, is building traffic for the road on both its Texas-Louisiana and West Coast operations.

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Here are the official statistics on why freight car brake beams were removed from service in terms of percentage of all removals . . . and what Truslock did about them.



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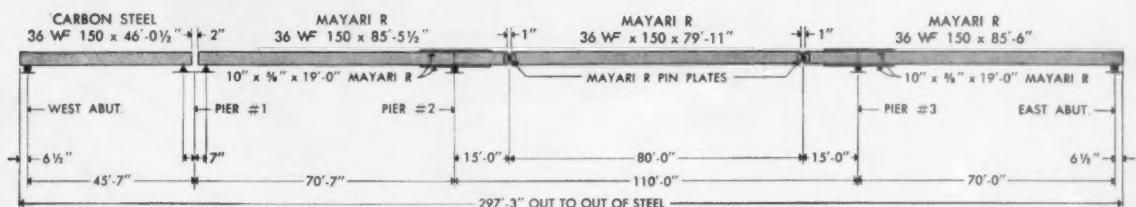
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Wheelock Parkway bridge was designed to standard specifications of the American Association of State Highway Officials, for the city of St. Paul, under direction of George M. Shepard, Chief Engineer, and M. W. Hewett, Bridge Engineer.

New St. Paul Overpass Rests On Lightweight Beams of Mayari R



This modern bridge carries Wheelock Parkway over a stream gully and the Soo Line railroad tracks in St. Paul, Minn. Opened to traffic last fall, it was jointly financed by the Minneapolis, St. Paul and Sault Ste. Marie Railroad and the city of St. Paul.

As the sketch shows, the bridge consists of one simple span at the west end, plus two cantilever spans and a simple span supported by the cantilever arms. Total length is 297 ft 3 in. out to out of steel. The simple span at the end employs carbon-steel beams, while the remaining spans are of 36-in. wide-flange beams, weighing 150 lb per ft

and made of Mayari R low-alloy, high-strength steel.

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selecting versatile, weight-saving Mayari R for a widening variety of applications. Dozens of these uses are illustrated and described in our Catalog 353. You can get a copy through the nearest Bethlehem sales office.

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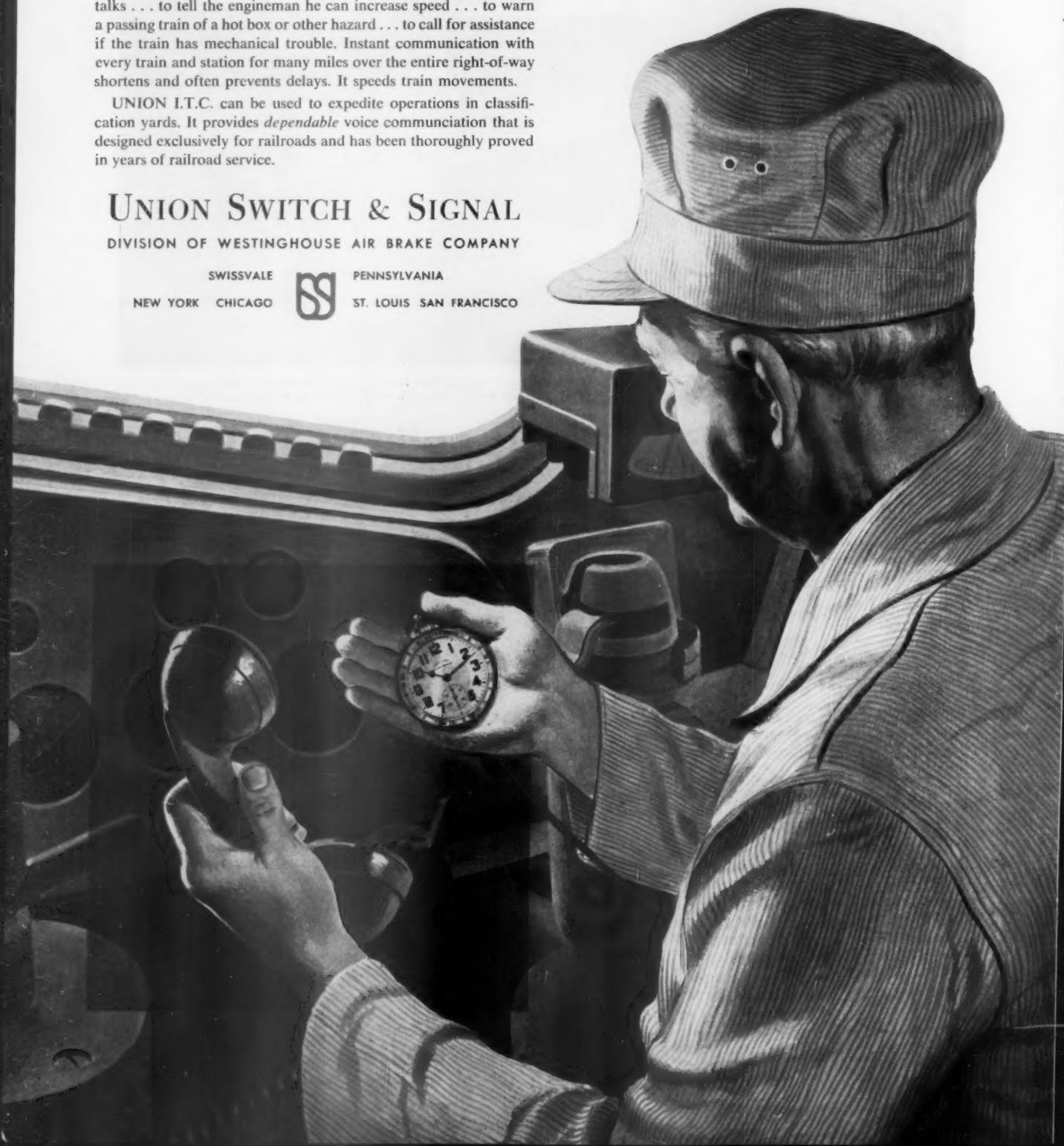
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June 13, 1955

Vol. 138, No. 24

Week at a Glance

Slightly larger traffic, handled at slightly smaller cost, has enabled Class I railroads to report substantially better income for the first third of 1955 than for the corresponding period last year. 9

Direct benefits may be only temporary, but that western truck strike is giving railroads in the territory some first hand knowledge of what loads trucks have been carrying—and whose business they've been getting. 11

FORUM: Enough of the right cars — the Bangor & Aroostook provides a specific case of a railroad's equipping itself to handle traffic offered under competitive conditions. 51

The UP's "Domeliners" get dome diners—also lunch-counter diners and sleeping cars—all built by ACF and all with aluminum bodies. 52

An investment in good will — Harry I. Norris tells why the Union Pacific spent \$3 million on new dining cars, which it will spend more money to operate. 56

Automation is here, so far as railroad communications are concerned; developments in "automatic transmission of intelligence" were the center of interest at the AAR Communications Section's annual meeting. 58

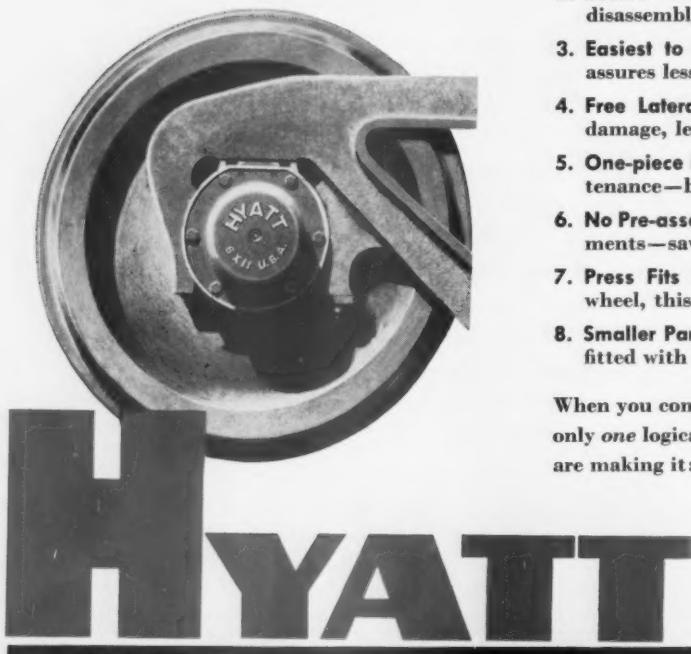
A new 72-mile rail system, complete with yards, inspection and servicing facilities, has been built to serve the Army's Sunny Point Ammunition Loading Terminal in North Carolina. 61

Precision transportation by rail is wholly feasible — witness the Erie's service to the General Motors export plant at Bloomfield, N. J. 63

BRIEFS

No one big idea will solve all the railroad industry's

FOR LONG-HAUL ECONOMY, THERE'S ONE LOGICAL CHOICE IN JOURNAL BOXES!



HYATT BEARINGS DIVISION • GENERAL MOTORS CORPORATION • HARRISON, NEW JERSEY

Engineers can argue all they want to about the *theoretical* advantages of one type of roller bearing journal box over another. But practical railroad men judge by *performance records*—and the fact remains that *last year the lion's share of all the roller bearing journal box orders went to HYATT!*

The reason isn't just lower first cost—it's *long-haul economy!* Lower installation cost. Lower inspection cost. Lower maintenance cost. PLUS the important savings in wear and tear on rails, wheels and cars—in *lading damage, too*—which HYATT'S easier-riding *free-lateral* feature assures!

8 REASONS WHY HYATT BOXES BELONG ON YOUR FREIGHT CAR JOURNALS:

1. **Easy to Install**—Just as received from factory—installation photos at left show how simple it is.
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3. **Easiest to Maintain**—Simple, trouble-free construction assures less maintenance over the years.
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5. **One-piece Inner Race**—Simplifies installation and maintenance—becomes a permanent part of journal.
6. **No Pre-assembly Adjustments**—Hyatts require no adjustments—save costly time on every application.
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8. **Smaller Parts Inventory**—Spare axles and wheels need be fitted with inner races, nothing else.

When you compare all these factors carefully, there's only *one logical choice*—and more and more car operators are making it:

**ROLLER BEARING
JOURNAL BOXES**

Current Statistics

Operating revenues, four months	
1955	\$3,094,856,784
1954	3,028,533,293
Operating expenses, four months	
1955	\$2,365,972,521
1954	2,446,063,802
Taxes, four months	
1955	\$ 327,344,975
1954	296,160,835
Net railway operating income, four months	
1955	\$ 319,554,764
1954	204,981,565
Net income, estimated, four months	
1955	\$ 243,000,000
1954	132,000,000
Average price railroad stocks	
June 7, 1955	97.78
June 8, 1954	64.07
Carloadings, revenue freight	
Twenty-one weeks, 1955	14,216,702
Twenty-one weeks, 1954	13,152,973
Average daily freight car surplus	
Wk. ended June 4, 1955	14,799
Wk. ended June 5, 1954	103,434
Average daily freight car shortage	
Wk. ended June 4, 1955	8,944
Wk. ended June 5, 1954	292
Freight cars on order	
May 1, 1955	17,930
May 1, 1954	17,817

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Week at a Glance CONTINUED

problems. They are too complex and too numerous. There is room for everyone's ideas, J. Russel Coulter, president of the Toledo, Peoria & Western, tells TP&W employees in a new pamphlet, "How To Think Up Ideas." "The railroad industry will grow and thrive on thousands of 'little' ideas and improvements," he says.

A federal truck-tire tax, collected at the manufacturer's level, is now being proposed in discussions of ways and means of levying more equitable user charges on heavy trucks. Proponents of the levy suggest that it would tend to reflect use of the roads and resultant wear and tear, since it would vary with sizes of tires, number of wheels, mileage run, etc.

Two General Electric atomic energy specialists propose an atomic reactor design which would halve the weight of such devices, and thereby improve their possible application on locomotives. By nesting the reactor inside a heat exchanger, the size of necessary shielding would be greatly reduced.

Transformation of the Nautilus' conning tower into a nuclear locomotive cab is no flight of fancy to John Jay Hopkins, president of General Dynamics Corporation, which built the atom-powered submarine. He sees technical problems, like anti-radiation shielding, as surmountable; expects that the sub's power plant can be "shrunk" to locomotive size; warns that the transportation industry cannot afford to be "lethargic" about adopting nuclear power.

"Local subdivisions could not give up taxes paid by railroads; but why would it not be logical for the federal government to pick up that part of the local tax bill paid by railroads that they would invest in modernizing and expanding plant and facilities to provide and maintain a modern and efficient competitive transportation medium. Increased federal income taxes provided by the additional volume of business generated by such a program would, I dare say, rapidly amortize the government investment."—Louis C. Wilkoff, chairman of



How to switch 2½ million motorists to railroad travel

This year there will be over two billion travelers who are potential rail passengers. These are the motorists who will drive more than 520 billion miles in inter-city driving. This passenger potential is not wishful thinking—but sound facts and figures from the AAR and ICC.

If just one-tenth of 1% of this potential is converted to rail travel, railroads will benefit by an additional two and one-half million passengers! And it can be done.

Many motorists risk the hazards of long highway trips and endure the fatigue of driving because . . . they *need a car at their destination*.

Over 30% of Hertz out-of-town customers actually traveled 136,000,000 miles by train and then rented a Hertz car on arrival. These people used the Hertz Rail-Auto Travel Plan.

The Hertz Rail-Auto Travel Plan is one of the most aggressive, most successful ways to convert motorists into rail travelers and increase your passenger revenue.

Hertz has been promoting the Rail-Auto Travel Plan since 1927. In 1955, Hertz will spend more than \$1,200,000 in national magazine advertising to help sell this Plan. Of course, it is also to your advantage to promote the Plan in your own general advertising, timetables, highway overpasses—wherever you can.

To help promote the Rail-Auto Travel Plan, Hertz will install (on concession) in your railroad depots a rent a car booth or direct line "Call A Car" phone

to the Hertz downtown office. These facilities will provide a car immediately for those passengers arriving at the terminal and enable departing passengers to make car reservations at their destination points.

Hertz also provides free of charge 3½ inch plastic signs neatly printed with these words: *reserve your Hertz rent a car from your ticket agent*. These signs clamp on your ticket agents' window grills, can be mounted on glass, or set on counters.

To help promote railroad travel between cities, urge your ticket agents to ask passengers this simple question:

"May I reserve a Hertz car at your destination?"

It takes only a few seconds to fill out the reservation form provided by Hertz. When the customer has paid the rental charge, the Hertz office concerned promptly pays 10% commission to the ticket agent.

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For more information about the Hertz Rail-Auto Travel Plan, for reservation forms or display material write:



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HERTZ Rent A Car SYSTEM

Week at a Glance CONTINUED

board and treasurer, Youngstown Steel Car Corporation.

Joint operation of certain facilities is under serious study by the Erie and the Lackawanna. Consolidation of closely adjacent passenger terminals at Jersey City and Hoboken, and common use of parallel main lines west of Binghamton, N. Y., are understood to be under particular scrutiny as possible sources of substantial operating economies.

Rumblings of a proxy fight on the Pennsylvania still persist. Latest indication of such a possibility is a stockholders' suit to invalidate the election of directors at the road's last annual meeting.

\$2.50 per day "across the board." That's the newest demand of the Brotherhood of Railroad Trainmen. W. P. Kennedy, president of the BRT, announced the new demands in Chicago June 8—the week before final details of the union's most recently settled demand (*Railway Age*, May 16, page 166) became effective. It is "separate and apart" from the union's six-day-pay-for-five-days' work demand for yardmen, currently in mediation. "The nation is experiencing great overall prosperity," Mr. Kennedy stated, "and it is only fair that railroad men share in it."

Loss of Ex Parte 175 rate increases would bring railroads face to face with "financial disaster," the AAR's Graham E. Getty told the ICC last week in a presentation supporting the roads' petition to have the increases made a permanent part of the rate structure.

A \$16-million yard construction program will be undertaken by the Frisco. Yale yard, near Memphis, will be replaced by an entirely

new \$10-million retarder yard at nearby Capleville; work will begin about July 1 and continue about 30 months. Tulsa, Okla., yard facilities will be expanded and completely modernized in a two-year project to get under way later this year. This, too, will be a retarder yard. Full details will appear in next week's issue.

Another three years will be required to complete freight rate equalization between various regions of Canada, the Board of Transport Commissioners estimates. The first phase of equalization—the leveling of basic class rates—became effective last March 1. The next task is equalization of commodity rates, on which the board is now going to work.

"Unrealistic parcel post rates help keep government in direct and damaging competition with motor carriers, bus express, rail express, local cartage businesses, parcel-carrying services, rail freight, freight forwarders and other private carriers. . . . The Hoover Commission, in throwing light on this unhealthy situation, has done a great service to the American people."—A. L. Hammell, president, Railway Express Agency.

Motor truck proportion of freight movement intrastate in California continued to increase during 1954, in which year common and contract truckers earned almost 82% of total revenues from freight handled by regulated carriers between points in the state. The railroads' proportion of total revenues has declined from 30.7% in 1938 to a new low of 17.6% in 1954.

Whenever a weight-distance truck tax bill shows up in a state legislature, highway-busting truck operators shout that the railroads are behind it. On whom, then, are they going to blame the ton-mile tax reportedly under consideration in Hawaii—where there aren't any railroads?

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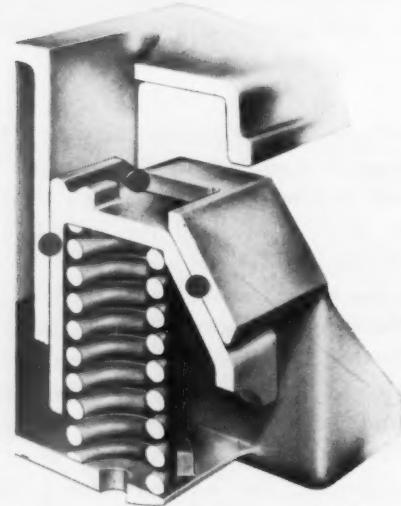
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Four Months' Net \$111 Million Higher

Total comes to \$243 million, compared with \$132 million in first third of 1954—April results comparable

Class I railroads had estimated net income, after interest and rentals, of \$243 million in the first four months of 1955, according to the Bureau of Railway Economics of the Association of American Railroads. Their net railway operating income for the same period, before interest and rentals, was \$319,554,764.

Both figures were substantially above those for the first third of 1954, the estimated net being up \$111 million from \$132 million and net railway operating income up \$114.5 million from \$205 million.

Results for April alone were approximately comparable with those for the four months. Net increased to \$67 million, compared to \$40 million for April 1954; while net railway operating income jumped from \$59,613,928 in April last year to \$87,376,958 in April this year.

Figures for both years, both for April and the four-month period, exclude returns from four railroads in the Southern region, which have been unable, because of labor difficulties, to file April reports up to this time.

In the 12 months ended with April 1955, rate of return averaged 3.71%, compared with 3.62% for the 12 months ended April 1954.

Gross in the first four months of 1955 amounted to \$3,094,856,784, compared with \$3,028,533,293 in the same

period of 1954, an increase of 2.2%. Operating expenses amounted to \$2,365,972,521, compared with \$2,446,063,802, a decrease of 3.3%.

Twenty Class I railroads failed to earn interest and rentals in the first four months of 1955, of which eight were in the Eastern district, four in the Southern region, and eight in the Western district.

1954 Crossing-Accident Deaths Fewest in Decade

Fewer persons were killed in 1954 accidents at rail-highway grade crossings than in any other year of the 1945-1955 period. Persons injured and the number of accidents were also at low points for the decade.

Fatalities totaled 1,161, compared with 1953's 1,328, and injuries totaled 3,323, compared with 3,698. There

were 3,090 crossing accidents, compared with 1953's 3,402.

These and other crossing-accident data were included in a preview of the Interstate Commerce Commission's forthcoming compilation which appeared in the May issue of "Transport Economics," publication of the commission's Bureau of Transport Economics and Statistics.

Rates Down—The number of 1954 crossing accidents per million motor vehicle registrations was 53. That compared with 1953's 60.8, and it was less than half the 1945 rate of 114.9. Fatalities per accident were also at a low point—0.376. That compared with 1953's 0.39, and 1945's 0.45.

Of 1954's 3,090 crossing accidents, 2,052, or 66.4% resulted from trains striking highway vehicles, and 1,038, or 33.6% from vehicles running into the side of trains. Daylight accidents, which represented 54.9% of the total number, accounted for 63.4% of the fatalities and 51.6% of the injuries.

Trucks, which represented 16.2% of the registrations, were involved in 21.2% of the accidents. As to that showing the ICC bureau had this to say:

"However, it is obvious that the bare



TWO SPANISH RAILROADERS, Ignacio De Santos (left) and Mateo Silvela (second left), visit the Chesapeake & Ohio's Lake Michigan car ferry, Badger, with R. C. Thomsen and T. A. Winkel, C&O superintendents of steamship operation and steamship maintenance, respectively. The visitors are members of a Spanish Railroads Methods Study Group touring U.S. railroad facilities under auspices of the Foreign Operations Administration. Mr. De Santos is chief civil engineer of the Railroad division of the Spanish Ministry of Public Works; Mr. Silvela, chief of operations of the Spanish National Railways. Their interest in the C&O's car ferry service arises from the fact that establishment of a train ferry between Spain and Africa is under consideration.

CLASS I RAILROADS—UNITED STATES		
	Month of April	1955
Total operating revenues	\$ 795,972,328	\$ 763,054,170
Total operating expenses	602,163,740	609,484,580
Operating ratio		
—per cent	75.65	79.87
Taxes	85,412,650	73,170,444
Net railway operating income (Earnings before charges)	87,376,958	59,613,928
Net income, after charges (estimated)	67,000,000	40,000,000
Four Months Ended April		
Total operating revenues	\$3,094,856,784	\$3,028,533,293
Total operating expenses	2,365,972,521	2,446,063,802
Operating ratio		
—per cent	76.45	80.77
Taxes	327,344,975	296,160,835
Net railway operating income (Earnings before charges)	319,554,764	204,981,565
Net income, after charges (estimated)	243,000,000	132,000,000

registration figures take no account of the extent to which the trucks and passenger automobiles, respectively, are on the road. In other words, the average truck presumably produces a very much higher vehicle mileage than does the average passenger automobile in any given period of time."

Buses were involved in only 10 of the 1954 crossing accidents. Pedestrians were involved in 164 of the accidents, and the persons killed included 116 pedestrians.

March Accidents

The Interstate Commerce Commission has released its Bureau of Transport Economics and Statistics' preliminary summary of railroad accidents for March and this year's first three months.

The compilation, which is subject to revision, follows:

Item	3 months			
	Month of	ended	March	with March
	1955	1954	1955	1954
Number of train accidents*	683	626	2,011	1,928
Number of accidents resulting in casualties ..	36	40	121	128
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	49	49	143	133
Injured	45	60	143	164
Passengers on trains:				
(a) In train accidents*				
Killed	—	—	—	—
Injured	7	4	124	28
(b) In train-service accidents				
Killed	—	—	2	2
Injured	130	139	407	406
Travelers not on trains:				
Killed	—	—	3	2
Injured	71	85	268	223
Employees on duty:				
Killed	21	14	60	56
Injured	1,378	1,326	4,026	3,981
All other nontrespassers:**				
Killed	116	136	388	381
Injured	488	402	1,500	1,400
Total—All classes of persons:				
Killed	186	199	596	574
Injured	2,119	2,016	6,468	6,202
* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of \$350 or more to railway property in 1954. Beginning January 1, 1955, this minimum was raised to \$375. Only a minor part of the total accidents result in casualties to persons, as noted above.				
** Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:				
Persons:				
Killed	110	134	362	372
Injured	344	276	1,095	1,005

Freight Car Loadings

Loadings of revenue freight in the week ended June 4, which included the Memorial Day holiday, totaled 713,673 cars, the Association of American Railroads announced on June 9. This was a decrease of 76,503 cars, or 9.7%, compared with the previous week; an increase of 101,359 cars, or 16.6%, compared with the corresponding week last year; and a decrease of 61,816 cars, or 8%, compared with the equivalent 1953 week.

Loadings of revenue freight for the weeks ended May 21 and May 28 totaled 774,419 cars and 790,176 cars, respectively; the summaries, compiled

by the Car Service Division of the Association of American Railroads, follow:

REVENUE FREIGHT CAR LOADINGS

For the week ended Saturday, May 21

District	1955	1954	1953
Eastern	131,746	115,373	135,386
Alleghany	151,459	123,305	160,813
Pocahontas	61,487	48,889	53,734
Southern	128,063	116,026	122,409
Northwestern	125,254	115,487	127,101
Central Western	119,247	107,223	115,675
Southwestern	57,153	55,664	54,500

Districts

301,664 278,374 297,276

Total All Roads 774,419 681,967 769,618

Commodities:

Grain and grain products	48,329	44,827	43,908
Livestock	7,110	7,455	7,285
Coal	131,932	103,071	124,190
Coke	11,942	7,728	13,968
Forest Products	45,355	41,717	43,126
Ore	79,960	69,823	88,935
Merchandise i.e.l.	62,515	61,122	68,825
Miscellaneous	387,276	346,224	379,381

May 21

774,419 681,967 769,618

For the week ended Saturday, May 28

District	1955	1954	1953
Eastern	131,348	114,439	133,956
Alleghany	156,237	127,123	162,420
Pocahontas	62,210	48,588	56,797
Southern	125,795	117,111	127,020
Northwestern	130,575	117,058	129,492
Central Western	126,035	110,395	118,230
Southwestern	57,976	54,578	58,840

Total Western Districts

314,586 282,031 306,562

Total All Roads 790,176 689,292 786,755

Commodities:

Grain and grain products	50,009	45,459	49,568
Livestock	6,048	6,395	7,754
Coal	132,401	106,153	127,951
Coke	12,194	7,395	14,567
Forest Products	44,965	42,667	44,206
Ore	84,493	72,033	91,326
Merchandise i.e.l.	66,145	61,347	67,743
Miscellaneous	393,919	347,843	383,640

May 28

790,176 689,292 786,755

May 21

774,419 681,967 769,618

May 14

757,333 677,540 779,803

May 7

740,935 647,954 765,411

April 30

730,137 647,925 781,499

Cumulative total

21 weeks

14,216,702 13,152,973 15,160,006

according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 21, 1955	85,198	31,975
May 21, 1954	73,018	28,360
Cumulative Totals		
May 21, 1955	1,406,414	628,672
May 21, 1954	1,334,781	574,240

People in the News

Carmichael Heads U.S. Chamber Transport Group

J. H. Carmichael, president of Capital Airlines, is the new chairman of the Transportation and Communication Committee of the Chamber of Commerce of the United States. Mr. Carmichael is also a vice-president and director of the chamber.

Campbell Gets Honorary LLD

G. Murray Campbell, vice-president of the Baltimore & Ohio, was awarded the honorary degree of Doctor of Laws by the University of Massachusetts at its 1955 commencement exercises. Mr. Campbell, a 1920 graduate of the UoFM, received the degree in recognition of his participation in civic and community affairs.

Author of Article on Pacific RR Rehabilitation

The report entitled "Making an Old Railroad New," in the May 30 *Railway Age*, page 35, was prepared specially for this paper by Alfonso Hernandez Lozano, assistant general manager of the Pacific Railroad (of Mexico). His "by-line" was inadvertently omitted from the article.

SP Officer Receives Government Award

Frank E. Kalbaugh, a Southern Pacific officer, was presented with a Distinguished Service Award by Secretary of the Interior Douglas McKay at recent ceremonies in Washington, D.C. The award, an engraved citation and gold medal, was given to Mr. Kalbaugh for his service as general manager of the government-owned Alaska while on leave from the SP between August 28, 1953, and April 1, 1955.

Before his assignment to the Alaska, Mr. Kalbaugh was superintendent of the SP's Salt Lake division. He was released by the government April 1 to become general manager of the new Southern Pacific Pipe Lines, Inc. (*Railway Age*, February 28, page 8), with

headquarters in Los Angeles. A photograph of Mr. Kalbaugh, and a brief

account of his career, appeared in *Railway Age*, May 2, pages 69-70.

Traffic

LCL Traffic Soars in Truck Strike

Some western roads say this business has doubled, tripled—Overtime, new employees, three shifts, keep it moving—New customers being served and new commodities handled

Railroad less-than-carload traffic has taken a sudden upswing on railroads serving the 11 westernmost states.

When striking teamsters walked out on several key long-haul western trucking firms in a dispute over wages (*Railway Age*, May 30, page 3), other major highway carriers shut down their operations to prevent the drivers' union from forcing hard bargains by piece-meal striking against individual carriers. As a result, the prime burden of lcl business has suddenly fallen back to the railroads, although airlines are getting a portion of the traffic.

Experience of the Spokane, Portland & Seattle, as told to *Railway Age* by

G. F. Ehlen, traffic manager, is more or less typical:

"Since the trucking industry strike took place," he says, "we are handling a large volume of traffic that heretofore was transported by motor carriers. The increase in tonnage is estimated between 85 and 90%. We are serving many new shippers. Prior to the strike, our lcl tonnage consisted mostly of light and bulky shipments. We are now, however, being offered all classes of commodities—including the high-rated ones that normally go by motor carrier.

"Our warehouse and billing forces," Mr. Ehlen continues, "were gaged to

handle a very small amount of lcl tonnage prior to the strike and since we are now being offered more tonnage than our facilities can accommodate, we have increased our warehouse and billing forces from 17 employees to approximately 100. It has been difficult to obtain sufficient experienced help to cope with the situation. However, we are according shippers and receivers of lcl freight the very best possible service under the circumstances."

Piggyback Swells—Merchandise traffic on the Union Pacific has "doubled and, in several places, tripled," a company spokesman reports. "Our lcl and trailer traffic have shown the greatest increase," he says, "but in some cases normal trailer freight users have changed to carload operation." The UP has added to freight-house and terminal forces and in some places is working three shifts with overtime. "We are going all-out to provide transportation to all shippers and, like all railroads, will do our best to demonstrate our true role as common carriers," he stated.

The Northern Pacific has noted a "material step-up" in both piggyback and lcl tonnage but has not had time to compile any specific figures. "We are handling virtually anything trucks normally handle," said F. J. Berry, vice-president—traffic. Tonnage between Portland and Seattle-Tacoma, and between Puget sound, Portland and Eastern Washington and Oregon is up materially, he reports.

Similarly, the Great Northern finds a "substantial" increase in traffic in both directions, with dairy products, produce and fresh meat showing a big increase. Carload traffic, a spokesman said, seems little influenced by the walkout.

"Although lcl is a minor item in our overall business, the principal effect of the strike has been increases averaging about 150%," a Denver & Rio Grande Western spokesman reports. "Our own motor subsidiaries, which handle most of our lcl business, are intrastate operations and have not been affected by the strike." The Rio Grande has had no appreciable increase of carload traffic originating on line, although some cars being received from connections may be resulting from the walkout. "All in all," he said, "we can see no marked effect on our overall picture."

Increased lcl traffic was also reported by the Western Pacific and Burlington Lines (including the Colorado & Southern). Both said they had some new customers but that it is difficult to categorize them. The WP termed its lcl increase "moderate."

The Santa Fe reports "a good many new customers" and adds "we are handling some traffic of old customers that would ordinarily have moved by truck line, too." "A good portion of this business is profitable to handle," a spokesman commented.

SP Hit, but Up, Too—One of the three lines against which the teamsters



"OPERATION DISASTER"—a "dry run" to determine how fast and how efficiently telephone repair trucks could be loaded on freight cars for piggyback movement to a disaster area—has been termed "highly satisfactory" by officers of the Pennsylvania and of the Bell Telephone Company of Pennsylvania. The test, carried out at the railroad's Kensington yard in Philadelphia, was arranged to see how quickly the two public service companies could pool their resources to provide prompt emergency relief. All types of phone com-

pany vehicles, ranging from large line construction trucks to small installers' cars, were loaded, while cross-arms and standard Bell hardware were used as tie-down equipment, the better to simulate conditions which might prevail in an actual emergency. For the same reason, the trucks were loaded in drop-end gondola cars, on the theory that such cars might be more generally available for emergency use than the PRR's regular piggyback flat cars (foreground). A sleeping car for accommodation of telephone crews was attached to the test train.

are directing their strike is the Southern Pacific's motor subsidiary—Pacific Motor Transport Company. Despite the handicap of having PMT's services disrupted, which hits SP piggyback and pickup and delivery, the SP has had an increase in its ICL traffic, too.

Outlook—As this issue goes to press, negotiations toward settlement of the walkout are going on in Los Angeles; Federal Mediator John Fenton has indicated that an agreement may be near. Already several auto-transport trucking firms have reached agreement with the teamsters and west coast auto production by several manufacturers has been resumed.

WP to Hunt for Minerals

The industrial department of the Western Pacific will soon begin a mineralogical survey of the road's main-line territory between Portola, Cal., and Winnemucca, Nev. and also between Reno Junction, Nev., and Reno.

The region is already producing large quantities of gypsum as well as sulphur and iron ore. Mine owners and others with first-hand knowledge of the area are being asked to provide what additional information they can to F. B. Stratton, the WP's director of industrial development.

New Job for NP Magazine

"The Northwest," 72-year-old land settlement magazine published by the Northern Pacific, has come out in new format and with a new purpose.

Originally designed to describe the geography and catalog the assets of the region between the head of the Great Lakes and Puget sound, the magazine will now be devoted to news and information about industry, agriculture and natural resources of the territory.

The first issue with the new format rolled off the press early in May. Edited by W. J. Hunt, "The Northwest" will be issued bi-monthly.

Law & Regulation

Where Do We Go from Here?

RR talk of inequities has failed to reach "the man on the street," Warren Brown warns—"Our antagonist is powerful . . . some gloves will have to be removed," he says

The fact that little hope appears for congressional action this year on the report of the President's Advisory Committee on Transport Policy and Organization "should not be allowed to lessen our determination or obscure our purpose," Warren W. Brown told members of the Union League Club railway supply group in Chicago recently.

"Our purpose is equality," the Monon president said. Pursuit of that purpose has been evidenced in "multitudinous speeches, countless articles, brochures and other devices" designed to tell the public of the plight of the railways. "Unfortunately," he went on, "we have not touched to any appreciable or satisfying extent, the man on the street. Nor have we counteracted the exploitation of this economic disadvantage which has been carried on by the trucking industry."

The task ahead, Mr. Brown stated, is to "convince the American public that strengthening and preserving the railway industry is necessary to the preservation of our country. To do this will require a much more concentrated drive than we have ever attempted in the past. Convincing the public is difficult without any opposition. But our particular antagonist . . . is up in arms about the report and is going to exert its very power-

ful influence to have the legislation defeated . . . Do not underestimate the power of that opposition. It is substantial, it is strong, it is economically powerful, it is politically powerful, and it is determined."

Action or Lip Service?—"We are going to need more than a succession of speeches, newspaper advertisements, brochures and booklets. It's time for a little action. You have just formed the Railway Progress Institute (*Railway Age*, May 30, page 7). You can make the name mean something or you can give it lip service. If the work of the RPI follows the pattern I think it will pursue, some gloves will have to be removed. We are not in this thing to play footsie with the truckman. We are in it to survive. Unfortunately, the old truism about only the righteous being rewarded does not always withstand an attack from vested interests. We cannot sit back and say the report will become law merely because it is in the public interest. We will have to accept the challenge of defending this impartial document toward its objective of the welfare of the country and its people."

"Foreign affairs experts tell us that 1960 will be a critical time in international relations. Assume that the present destructive trends in transportation continue and that the railway

"If you will analyze the reasoning behind trucker opposition to the proposed legislation, you may be somewhat surprised. If, as the trucker advocates, the rails are now to receive what the trucker would have you believe is preferential treatment, it is only to compensate railroads for the preferential treatment extended these many years to the very competitors of the rail carriers who now scream 'foul' at the planned dispensation of a little equality. The trucking industry has grown fat in the past decade under preferential treatment. It considered that treatment as justice. Now it considers as rank injustice a slight adjustment in national transportation policy that will give the rails not preferential treatment, but merely an opportunity to secure some chance to compete. . . .

"Opponents of the Cabinet Committee report would cloud the issue so that you might forget the fact that the recommendations mean competition, final and foremost. . . . By opposing the recommendations of a patriotic group of citizens who have created an impartial report, the trucking industry seems to be attempting to deprive American industry of improved transportation service and lower transportation costs, while at the same time it continues to fight for the weakening of an industry that I hope you will never need as desperately as you needed it in the years from 1941 through 1946."—Warren W. Brown, president, Monon.

industry suffers over the next five years to the same extent it has in the past five because of unfair competition. We run the very great risk of finding by 1960 that our transportation system does not have the reserve capacity you need to remain a free man."

Bills in Congress

Listed below, with their sponsors, are bills of interest to the railroads which have been introduced in Congress since the latest previous listing in *Railway Age* of May 9, page 8.

Also introduced since that time were bills to carry out recommendations of President Eisenhower's Cabinet Committee on Transport Policy and Organization. These are S.1920, H.R.6141 and H.R.6142 (*Railway Age*, May 16, page 7).

Introduced in Senate—S.1891, to amend section 203 of the Interstate Commerce Act to provide that "in certain cases leaf tobacco shall not be considered an agricultural commodity for purposes of the agricultural exemption for motor carriers" (Thurmond, S. C., for himself and Byrd, Va.).

S.1966, to amend the Interstate Commerce Act to provide for filing of documents evidencing the lease, conditional

sale, or bailment of motor vehicles sold to or owned by carriers (Bricker, Ohio).

S.1990, to amend the Civil Aeronautics Act to require that air carriers provide transportation for "additional baggage" at air freight rates (Long, La.).

S.2058, to liberalize the annuity and retirement-age provisions of the Railroad Retirement Act (Eastland, Miss.).

S.2059, to repeal provisions of the Railroad Retirement Act which reduce the annuities of the spouses of retired employees, and the survivors of deceased employees, by the amount of monthly benefits payable under the Social Security Act (Eastland, Miss.).

Introduced in House—H.R.6111, to amend section 22 of the Interstate Commerce Act with respect to the transportation of disabled persons (Priest, Tenn.).

H.R.6208, to amend the Interstate Commerce Act's section 4 as recommended by the Interstate Commerce Commission (*Railway Age*, May 9, page 7) in the interest of tariff simplification (Priest, Tenn., "by request").

H.R.6289, to repeal the excise tax on the transportation of coal (Andersen, Minn.).

ICC Considers Regulating Vessel Chartering to U.S.

The Interstate Commerce Commission is seeking advice as to whether it should revoke a 1942 order which has exempted the chartering of vessels to the United States government from regulation under the Interstate Commerce Act's water-carrier provisions.

The Ex Parte 152 proceeding, out of which the exemption came, has been reopened, the reopening order suggesting that revocation of the exemption "may be necessary in order to effectuate the national transportation policy." The order was served on the Military Sea Transport Service and the Maritime Administration, and interested parties were given until June 29 to file written presentations with the commission.

Operations

More Details on Bieber Route Piggyback

A new Southern California-Pacific Northwest piggyback service was established May 25 by the Santa Fe, the Western Pacific and the Great Northern. Seattle, Tacoma, Everett and Portland are the northwestern terminal points, while principal terminal areas in southern California include Los Angeles, San Diego and Bakersfield.

The new service is operated by the GN from the northern terminals to Bieber, Cal.; by the WP to Stockton; and by the Santa Fe via the San Joaquin valley route to the southern terminals.

Shipments of 10,000 lb or more are being handled at competitive rates in highway trailer units—both insulated

and non-insulated. The GN's share of equipment under the joint pooling agreement totals 56 trailers and 20 flat cars. An independent drayage firm handles pick-up and delivery for the GN.

The "Expediter," leaving Los Angeles at 10 p.m. Mondays, Tuesdays and Fridays, provides third-morning arrival at Portland at 2:30 a.m. and Seattle at 6 a.m. Additional daily service northbound is handled on the symbol freight "SWG" leaving Los Angeles at 3 a.m. and arriving Portland at 5:30 p.m. and Seattle at 10 p.m., third day. Southward service is on the symbol freight "GWS" leaving Seattle at 2 a.m. and arriving Los Angeles at 4 p.m. the fourth day.

Santa Fe Will Offer More Free Baggage Carts

Experiments with self-service baggage carts, conducted by the Santa Fe at Topeka earlier this year, have been so successful that the company is expanding their use to other stations.

The carts are of chromium-plated steel tube and wire construction. They are equipped with four sealed bearing wheels and will handle baggage weighing up to 400 lb. Each cart also has a small wire basket which may be used as a safe seat for a small child, or as a rack for small parcels.

In practice, a passenger places his or her luggage on a cart and wheels

it to trainside. The porter or coach attendant then places the baggage in the car—all at no cost to the traveler.

Slated to have the free cart service sometime in June are stations at Temple, Tex., Amarillo and Lubbock; Albuquerque, N.M., and Clovis; Arkansas City, Kan., and Hutchinson; La Junta, Colo., and Fullerton, Cal., Fresno and Pasadena. The carts are made by the Folding Carriage Corporation, Oklahoma City, Okla., to a design suggested by the Santa Fe.

ICC Issues Car Use Restriction In Northwest

Asserting there is a "critical" freight car shortage, the Interstate Commerce Commission has prohibited movement of cars loaded with lumber or other forest products in the states of Oregon and Washington unless or until the cars are loaded to 50% of capacity.

The commission stated that "shippers are appropriating such cars and shipping them almost empty to other points to complete loading." Declaring that this is wasteful and that there is "an emergency requiring immediate action" in the two states, the ICC issued Car Service Order 903 setting the 50% requirement effective June 6 and running through November 30, unless otherwise modified.

L&N Will Become Piggy-Backer about August 1

Trailer-on-flat car service between Louisville and Birmingham, between Louisville and New Orleans, and between Birmingham and New Orleans, will be inaugurated by the Louisville & Nashville on or about August 1.

Schedule details have not been announced, but the L&N says the trailer-carrying flat cars will move on fast freight trains between all points. The entire service will be handled by the railroad and traffic will move under railroad bills of lading. Rates will be competitive with those of truck lines.

Expansion to other points was hinted in the announcement, which said the service would "first be made available" between the aforementioned cities.

Piggyback "Staging Area" Is Reality

The possibility of growth of "staging areas" for transferring trailers between highway tractors and railway freight cars, to serve a wide terminal area, was emphasized by L. C. Williams, general agent for the Erie at Detroit, addressing the Lenawee County Traffic Club Forum at Adrian, Mich., May 18. The speaker pointed out that his railroad has established a central piggyback staging area at Leavittsburg, Ohio, where trailers are brought over the highway from Cleveland, Youngs-



SUPERMARKET-STYLE luggage carts as a supplement to station red cap service worked successfully in a trial test conducted by the Santa Fe at Topeka, Kan.

town, Warren, Hubbard and Niles, Ohio, and Sharon, Pennsylvania. From the Erie's Jersey City staging area, piggyback service is offered to a large number of cities in the New York terminal area. In Chicago, the road operates service for the entire switching district.

Mr. Williams asserted that, by operating piggyback for its own trailers, a railroad can effectively serve every industry in a terminal area—whether it is actually served by a sidetrack or not.

"From the shipper's viewpoint, this is all to the good. He can now choose the railroad which is in the best position to offer the best service and not be penalized economically or lose valuable time in switching operations. It also means the carrier which has the best service to offer a shipper will, undoubtedly, 'secure' much business formerly not open to it."

Rates & Fares

Express Rates Cut 25% On Wearing Apparel

A 25% cut in express rates on many items of wearing apparel, the fourth major reduction on commodities made by the Railway Express Agency within the past six months, became effective May 16. The new tariff makes specified apparel items shipped from 24 states to all express offices in the U.S. subject to second class express rates, 25% below the first class rates which have been applicable.

Two of the four major express rate reductions put into effect since last November also covered apparel items. Rates on shoes and other footwear were cut up to 25%, and savings as high as 35% have become effective on volume shipments of apparel of all types shipped from New York City and Jersey City. The fourth reduction, as much as 40%, applied to printed and advertising matter shipped between all points in the U.S. and Canada. In August 1954, the REA reduced rates on hosiery as much as 25%.

BAR Offers Ultra-Low Weekend Excursion Fares

Drastically reduced weekend excursion fares, averaging about two-thirds of one cent per mile, are being offered by the Bangor & Aroostook every weekend during the summer until Labor Day, September 5 (*Railway Age*, May 30, page 5). J. Fred Smith, BAR passenger traffic manager, says the new fares are "so low whole families can travel by train at less cost than by any other mode of travel."

Fares will start as low as \$1 for a round-trip between Bangor and Millinocket, 162 miles. Other representative fares from Bangor are \$2 to Houlton and return, 284 miles; \$2.50 to Caribou or Presque Isle and return, 405 miles and 376 miles, respectively; and \$3 to Van Buren and return, 470 miles. Fares from all other stations are comparable, with a \$3 maximum.

The new excursion fares are good on trains only. Passengers may travel on the going trip either Friday or Saturday of each week and return either Friday, Saturday, or the following Monday.



"SUN COUNTRY" STYLING of pastels, redwood and brick highlight the new Rock Island ticket and reservation center in the La Salle Street station at Chicago. Burroughs "Ticketeer" ticket making machines are used for all transactions, including

Pullman and commuter tickets. The center also contains the RI's reservation bureau and a travel service center; and handles sales of tickets and making of reservations for Nickel Plate passengers (*Railway Age*, May 9, page 13).

. . . "Tracks," **Chesapeake & Ohio monthly magazine**, has received this year's award of excellence in the annual publications contest sponsored by the International Council of Industrial Editors. It is the ninth time "Tracks" has been cited by the council since 1945.

Ogden Gateway Case Taken to Supreme Court

Both sides in the Ogden gateway controversy have filed with the U.S. Supreme Court separate appeals from a ruling of the federal district court at Omaha which partially overturned an Interstate Commerce Commission order in the case.

The Denver & Rio Grande Western, complainant before the ICC, and the Union Pacific, defendant along with several other roads, were joined by the Department of Justice, which filed still another appeal for the commission and the Department of Agriculture.

The ICC's decision (*Railway Age*, February 2, 1955, page 12) required the UP to participate in joint through rates with the D&RGW on commodities moving via Ogden, Utah, or Salt Lake City, over D&RGW-UP routes.

The Omaha court had found that except where traffic required stops in transit, the ICC order would short-haul the UP. It held that joint through rates should be made available by the UP wherever stop-in-transit service was required.

The D&RGW and Justice Department stated in their appeals that the Omaha court had overemphasized the stop-in-transit phase of the issue, but the road assailed the prohibition against joint rates on other traffic. The Justice Department asked the Supreme Court for a ruling that would clarify the situation, noting that the federal district court at Denver had also reversed the ICC order.

The UP appeal attacked the commission's order as constituting a "unique" attempt to short-haul roads with shortest and most efficient routes.

Labor & Wages

BLE Won't Join CIO-AFL Merger

The Brotherhood of Locomotive Engineers won't join the projected merger of the CIO and the AFL, Grand Chief Engineer Guy L. Brown told 1,500 delegates to the brotherhood's 18th annual international western convention at San Francisco June 7.

Behind the BLE's decision to become the "first union to reject membership" in the proposed merger, according to Mr. Brown, is its feeling that

"governmental restriction will surely follow such a gigantic organization."

"Those who favor this merger because it will add to the power and strength of unionism are kidding themselves," Mr. Brown said, "If labor lines up its numerical majorities, it will find its 'majority' overwhelmed by a majority of everybody else lined up against labor. . . . This country will not tolerate dictation by any power which seriously threatens the sovereignty of the nation itself."

"Labor's greatest need," Mr. Brown declared, "is to learn how to work within the American political tradition of checks, compromises and balances. . . . Its biggest pitfall, most pervasive psychological frustration, and greatest weakness" is the "temptation to use numerical odds at the ballot box."

Some other rail unions have indicated that they are considering joining the CIO and AFL merger.



Organizations

Labor Forum Planned for Public Relations Meeting

A panel discussion of railroad labor relations is one of the program highlights of the forthcoming third annual meeting of the Railroad Public Relations Association. Panel members will include Edward E. Gloss, public relations director, Brotherhood of Locomotive Firemen & Enginemen; Irwin S. Lippe, public relations director, Brotherhood of Railroad Trainmen; Arthur B. Shenefelt, public relations director, Brotherhood of Locomotive Engineers; Ralph C. Champlin, vice-president, public relations, Pennsylvania, and K. C. Ingram, assistant to president, Southern Pacific.

"How a political figure looks at efforts railroads have made to win understanding," will be discussed by Colorado's governor, Edwin C. Johnson.

Other speakers include George M. Crowsen, president, Public Relations Society of America, and assistant to president, Illinois Central; Palmer Hoyt, editor and publisher, Denver Post; Dr. Elwood Murray, director, School of Speech, University of Denver; Lowe P. Siddons, president, National Industrial Traffic League, and traffic manager, Holly Sugar Corporation; Milton E. Burnet, vice-president, Mountain States Telephone Company; Dr. S. I. Hayakawa, University of Chicago, and David I. Mackie, chairman, Eastern Railroad Presidents Conference.

Some 125 members of the RPRA are expected to gather at the Broadmoor Hotel, Colorado Springs, Colo., for the three-day meeting, which begins June 16. George C. Frank, assistant to president, Erie, and president of RPRA, will preside.

TO HELP PAY TEACHERS' SALARIES, 12 railroads serving Indiana's Calumet area paid their spring taxes, totaling more than \$1,135,000, three weeks early. The payments were made to Lake County Treasurer Michael Truchan (seated) at Crown Point by officers of the various railroads. From left to right, they, and their companies' payments, were: C. K. Strader, superintendent, Baltimore & Ohio Chicago Terminal (B&OCT, \$27,500; B&O, \$63,000); L. T. Schmidt, superintendent, Indiana Harbor Belt (\$115,000); W. E. Foran, terminal superintendent, Chesapeake & Ohio (\$26,400); H. L. Kimble, superintendent, Pennsylvania (\$182,500); An-

THONY Kozubal, terminal superintendent, Monon (\$24,900); D. E. Ferner, superintendent, Chicago South Shore & South Bend (\$23,000); E. W. Nixon, superintendent, Wabash (\$17,600); M. R. Joyce, superintendent, Elgin, Joliet & Eastern (\$299,800); J. M. Moonshower, assistant superintendent, Erie (\$51,000); C. D. Bufford, superintendent, New York Central (\$252,000); and J. H. Hammond, terminal superintendent, Nickel Plate (\$53,100). The early payment was arranged by the Calumet District Railroad Community Committee, one of 20 such local groups sponsored by the Eastern Railroad Presidents Conference.

Accounting Division to Meet in Atlantic City

The 61st annual meeting of the Accounting Division, Association of American Railroads, will be held in the Ambassador Hotel, Atlantic City, N.J., June 27-30. Highlights of the program follow:

MONDAY, JUNE 27

10 a. m.

Meetings of principal standing committees.

TUESDAY, JUNE 28

10 a. m.

Opening remarks by Chairman C. D. Peet, chief accounting and personnel officer, Missouri Pacific. Address by Richard F. Mitchell, chairman, Interstate Commerce Commission.

Address by W. Arthur Grotz, president, Western Maryland.

Report of Committee on Arrangements.

Report of General Committee.

Report of Committee on Statistics.

WEDNESDAY, JUNE 29

10 a. m.

Address by Walter W. Patchell, vice-president, Pennsylvania.

Address by C. J. Jump, vice-president-administration and finance, Railway Express Agency.

Reports of committees on:

Freight Accounts.

Passenger Accounts.

Disbursement Accounts.

Terminal Companies' Accounts.

Motor Bus, Truck and Air Transportation Accounts.

Water Line Accounts.
Refrigerator Carline Accounting.
Special Committee for Contact with National Association of Railroad and Utilities Commissioners.

THURSDAY, JUNE 30

9:30 a. m.

Unfinished business.

Chairman's address.

Election of officers.

Business meeting.

Resolutions.

At a recent annual election dinner of the **Toledo Transportation Club**, the following officers were elected: President, David J. Holmes, director of traffic, Electric Auto Lite Company; vice-presidents, F. L. Shelton, district sales manager, Norwalk Truck Lines, and J. L. Robinson, assistant general freight agent, New York Central; secretary-treasurer, C. H. Lorenz, division freight and passenger agent, retired, Wabash.

Newly elected officers of the **Traffic Club of St. Louis** are: President, L. V. Gudiswitz, trainmaster, Graham Paper Company; vice-presidents, C. W. Brandenburg, general agent, Chesapeake & Ohio, Hugo Waninger, vice-president, Anheuser Busch, Inc., Frank Frawley, district freight agent, Balti-

more & Ohio, M. E. Iten, freight traffic manager, Monsanto Chemical Company, and O. H. Telthorst, regional manager, Republic Carloading Company; and secretary-treasurer, Stuart A. MacCready, commercial agent, Norfolk & Western.

New officers of the **Traffic Club of Greater Los Angeles** were installed at a recent annual dinner meeting, as follows: President, Graeme Pexton, Constructors Transport Company; vice-president, Thomas McGrail, Southern Pacific; secretary, Harold Sands, Coca Cola Company; treasurer, James Bowman, A. R. Maas Chemical Company.

The following officers were installed for 1955-56 at a recent meeting of the **Wyoming Valley Traffic Club**: President, C. B. Courtright, commercial agent, Erie; vice-president, B. M. Bonham, traffic manager, American Chain & Cable Co.; secretary-treasurer, Fred R. Roberts, agent, Delaware & Hudson.

The 93rd regular meeting of the **Great Lakes Regional Advisory Board** will be held at the Hotel Cleveland, Cleveland, June 21-22. Speaker at luncheon on the 22nd will be A. Z. Baker, president-elect, Rotary International.

The 110th regular meeting of the **Southeast Shippers Advisory Board** will be held at the Noel Hotel, Nashville, Tenn., June 15-16.

Comments on the report of the Presidential Advisory Committee on Transport Policy and Organization, will be offered by P. H. Draver, vice-president—traffic of the Milwaukee, at the next regular meeting of the **Pacific Northwest Advisory Board**. W. C. Cole, traffic consultant, Portland, Ore., and president of the board, will preside. The meeting, the board's 92nd, will be held in the Winthrop Hotel, Tacoma, Wash., June 17.

Competitive Transport

1954 Business of Water Lines Was Below 1953

Class A and B water carriers reporting to the Interstate Commerce Commission had lower freight and passenger revenues in 1954 than in 1953. The declines were 6.4% and 3.8%, respectively, while traffic, as measured by tons hauled and passengers carried, was off 12.5% and 6.3%, respectively.

This was shown by a summary of the water lines' 1954 quarterly returns which appeared in the May issue of "Transport Economics," published by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. Class A carriers

are those with annual gross in excess of \$500,000, and Class B carriers are those with annual gross from \$100,000 to \$500,000. Data in the summary were confined to domestic traffic of the water lines.

Their freight revenue in 1954 was \$267.8 million, compared with 1953's \$285.9 million. Passenger revenue was \$10.2 million, compared with \$10.6 million.

Decreases in freight revenue were shown for each of the five geographical groups, but the Atlantic and Gulf Coasts group reported tonnage up 2% from 1953. Three groups (Great Lakes, Mississippi River and Tributaries, and Intercoastal) had higher passenger revenues in 1954 than in 1953; but only the Mississippi group carried more passengers.

Public Relations

NYC "Headlight" Has New Format

Format of the "Headlight," published monthly by the New York Central System for its active and retired employees and their families, was changed with the May issue. Among other things, page dimensions have been slightly reduced and the magazine is now printed in two colors. Editor of the "Headlight" is Norman M. Stone.

Equipment & Supplies

UP Orders New Lube System for 700 Cars

The Union Pacific will apply to 700 freight cars, for \$174 a car, the new circulating oil lubricating system developed by the National Motor Bearing Company. The UP installation will be the largest so far by any railroad.

The new lubricating system, developed at the instance of the UP as a means of overcoming the hot box problem, and first tested on 10 of the road's fast merchandise cars, was described and illustrated in *Railway Age*, December 13, 1954, page 10.

The 10 cars are now reported to have traveled an average of more than 90,000 miles each, with better than expected results. Journal box temperatures have been consistently about 50 deg F lower than those with traditional waste pack lubrication on the same trains. Wear on bearings and journals is said to have been only a minute fraction of that in waste-packed boxes, and oil consumption has been reduced about 90%.

NEW RAILROAD TO START OPERATION JULY 18

Shh!

The California Public Utilities Commission may not know about this yet, but on July 18 a wholly new railroad will begin operations at Anaheim, Cal., some 22 miles southeast of downtown Los Angeles.

Steam power will be used exclusively for both freight and passenger trains. Passengers cars—four coaches, an observation car and a mail-baggage combine—will be of wooden construction (but with steel underframes). Passengers may also ride in any of the road's four livestock cars or its caboose. Both locomotives will be of the 4-4-0 type, but *Railway Age* has not been able to learn whether they will burn coal, oil or wood.

The line will be 1 1/4 miles long, with a total of about 9,000 ft of 36-inch gauge track. Some 200,000 cu yd of earth were moved to build, not just the roadbed, but mountains, rivers and hills alongside it.

Now this doesn't seem to make much sense until the name of the carrier is revealed—it's the Santa Fe & Disneyland.

The line is being built around the perimeter of Walt Disney's 64-acre "magic kingdom," Disneyland. An ornate 1890-style two-story station is being built at the park entrance as a terminal for the line, which will serve the four main areas of the park, Frontierland, Tomorrowland, Fantasyland and Adventureland. The railroad will be one of several "ride" attractions. Others include Concord stage coaches, horse cars, Conestoga wagons and a Mississippi River stern wheeler—all five-eighths normal size. All operations of the rail line will follow standard rule book practice.

Located adjacent to the Santa Fe's main line, the park will be open the year 'round.

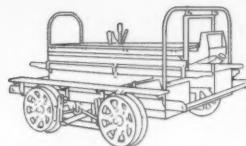
FREIGHT CARS

The **Chesapeake & Ohio** has ordered 500 50-ton box cars with damage-free loading equipment from ACF Industries at a cost of \$5,750,000. Deliveries are scheduled for next October or November.

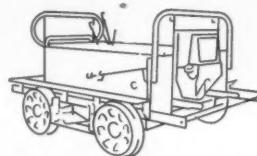
The **Denver & Rio Grande Western** has ordered 100 double-deck stock cars from its own shops at an estimated cost of \$700,000. Deliveries are scheduled for the fourth quarter of 1955.

The **Missouri-Kansas-Texas** directors have authorized purchase of 600 freight cars at an approximate cost of \$4,500,000. Included are 150 50 1/2-ft 50-ton double-door box cars; 50 50 1/2-ft 50-ton box cars equipped with damage-free loaders; 300 40 1/2-ft 50-ton box (Continued on page 65)

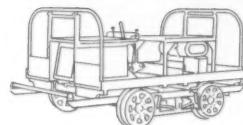
Is yours a hauling problem?



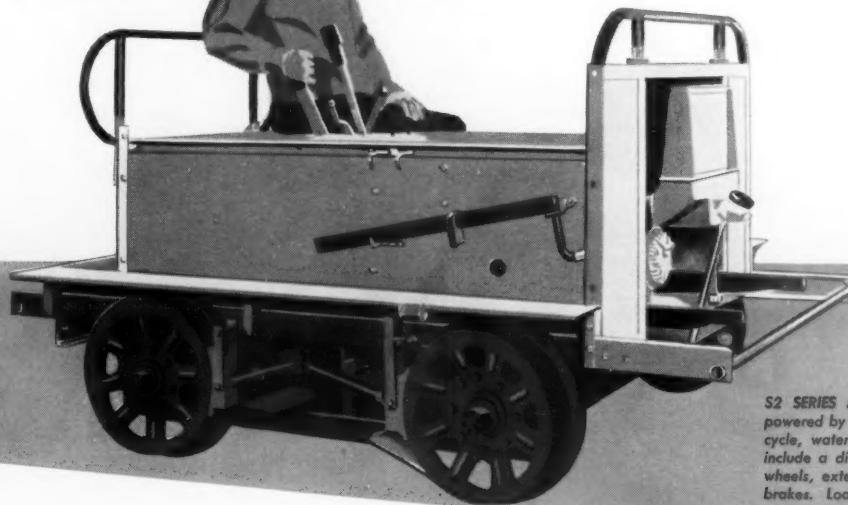
M14 SERIES H LIGHT SECTION CAR can carry six men, yet can be operated by only two. Features include a special steel frame, demountable wheels and a dependable 5- to 8-h.p. engine. Load capacity: 6 men, 1200 lbs.



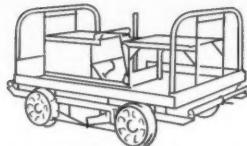
S2 SERIES H SECTION CAR offers unusual strength and performance. Features include a roller bearing engine, condenser cooling, re-enforced extension lift handles, demountable wheels. Load capacity: 8 men, 1800 lbs.



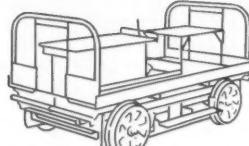
A3 SERIES D GANG CAR features a 17-h.p. engine, four-speed transmission and four-wheel braking. Adaptable as a heavy-duty section car. Economical in cost and in maintenance. Load capacity: 8 men, 2000 lbs.



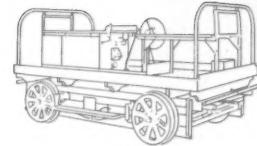
S2 SERIES AA STANDARD SECTION CAR is powered by a new Fairmont two-cylinder, two-cycle, water-cooled engine. Special features include a differential front axle, demountable wheels, extension lift handles and four-wheel brakes. Load capacity: 8 men, 1800 lbs.



A5 SERIES C GANG CAR can pull 6 trailers loaded with 120 men at 30 m.p.h. Features include an efficient 31.5-h.p. engine and special frame construction. Four-speed, two-way operation. Load capacity: 8 men, 3000 lbs.



A6 SERIES F HEAVY-DUTY GANG CAR is expressly designed for heavy work. Features include a 100-h.p. engine; spring-mounted frame; four-speed transmission; two-way operation. Load capacity: 10 men, 3,500 lbs.



A8 SERIES B HEAVY-DUTY GANG CAR features a 130-h.p. V-8 engine, four-speed transmission, heavy-duty demountable wheels and a hydraulic turntable. Makes an excellent hump car. Load capacity: 14 men, 4000 lbs.

You'll find the answer at *Fairmont*

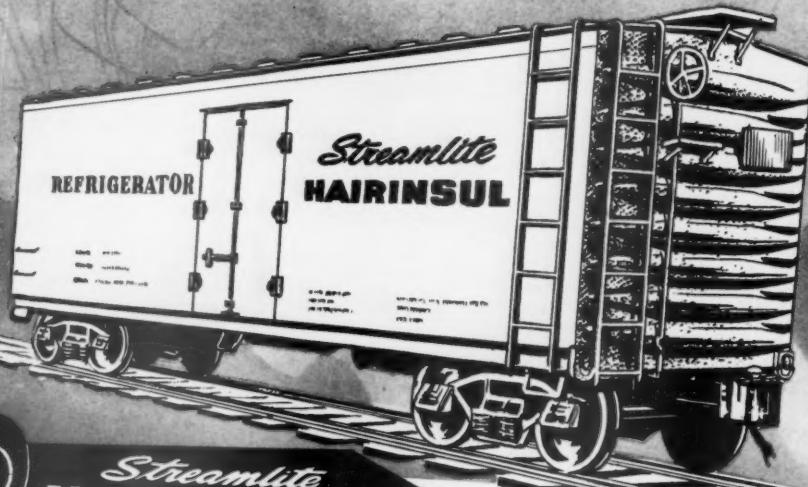
Getting the necessary men and materials to the job is the first requirement of any maintenance assignment. And this, perhaps, explains why the great majority of maintenance men everywhere entrust this all-important job to Fairmont. In fact, well over half of all the section and gang cars in service today bear the famous Fairmont name. Unquestionably, one of the important reasons for this overwhelming preference can be found in the great variety of motor cars which Fairmont offers for this

purpose. A single glance at the representative selection above, for instance, reveals that there is a Fairmont car for every need. But of equal importance is the quality and dependability of these units. Their design is the result of over 40 years of continuous improvement . . . and their ruggedness and strength are built right in with quality materials and fine craftsmanship. Yes, whenever you select a Fairmont vehicle to do your hauling job, you are choosing the very finest. You can depend on it!

FAIRMONT RAILWAY MOTORS, INC., FAIRMONT, MINNESOTA

MANUFACTURERS OF INSPECTION, SECTION AND GANG CARS, HY-RAIL CARS, MOTOR CAR ENGINES, PUSH CARS AND TRAILERS, WHEELS, AXLES AND BEARINGS, BALLAST MAINTENANCE CARS, DERRICK CARS, OIL SPRAY CARS, GROUTING OUTFITS, TIE RENEWAL EQUIPMENT, RAIL RENEWAL EQUIPMENT, WEED CONTROL EQUIPMENT.

chart your own WEATHER CONTROL



Streamlite
HAIRINSUL

protects perishables under all conditions

- **LOW CONDUCTIVITY.** Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity .25 btu per square foot, per hour, per degree F., per inch thick.
- **LIGHT WEIGHT.** Advanced processing methods reduce weight of STREAMLITE HAIRINSUL by 40%.
- **PERMANENT.** Does not disintegrate when wet, resists absorption. Will not shake down, is fire-resistant and odorless.
- **EASY TO INSTALL.** Blankets may be applied to car wall in one piece, from sill to plate and from one side door to the other. Self-supporting in wall sections between fasteners.
- **COMPLETE RANGE.** STREAMLITE HAIRINSUL is available $\frac{1}{2}$ " to 4" thick, up to 12" wide. Stitched on 5" or 10" centers between two layers of reinforced asphalt laminated paper. Other weights and facings are available.
- **HIGH SALVAGE VALUE.** The all-hair content does not deteriorate with age; therefore has high salvage value. No other type of insulation offers a comparable savings.

Shipments of valuable perishables are at the mercy of extreme temperature changes unless properly protected. Only an efficient refrigerator car insulation can reduce this hazard.

Leading refrigerator car builders recognize this. That is why, for the better part of a century, they have been specifying all-hair insulation. They know that STREAMLITE HAIRINSUL is the one insulation that is fully efficient under all weather conditions — hot or cold — no matter how severe.

Other reasons why car builders specify STREAMLITE HAIRINSUL are listed at the left. These are just a few — there are more. Write for complete data.

MERCHANDISE MART, CHICAGO 54



SETS THE STANDARD BY WHICH ALL OTHER REFRIGERATOR CAR INSULATIONS ARE JUDGED

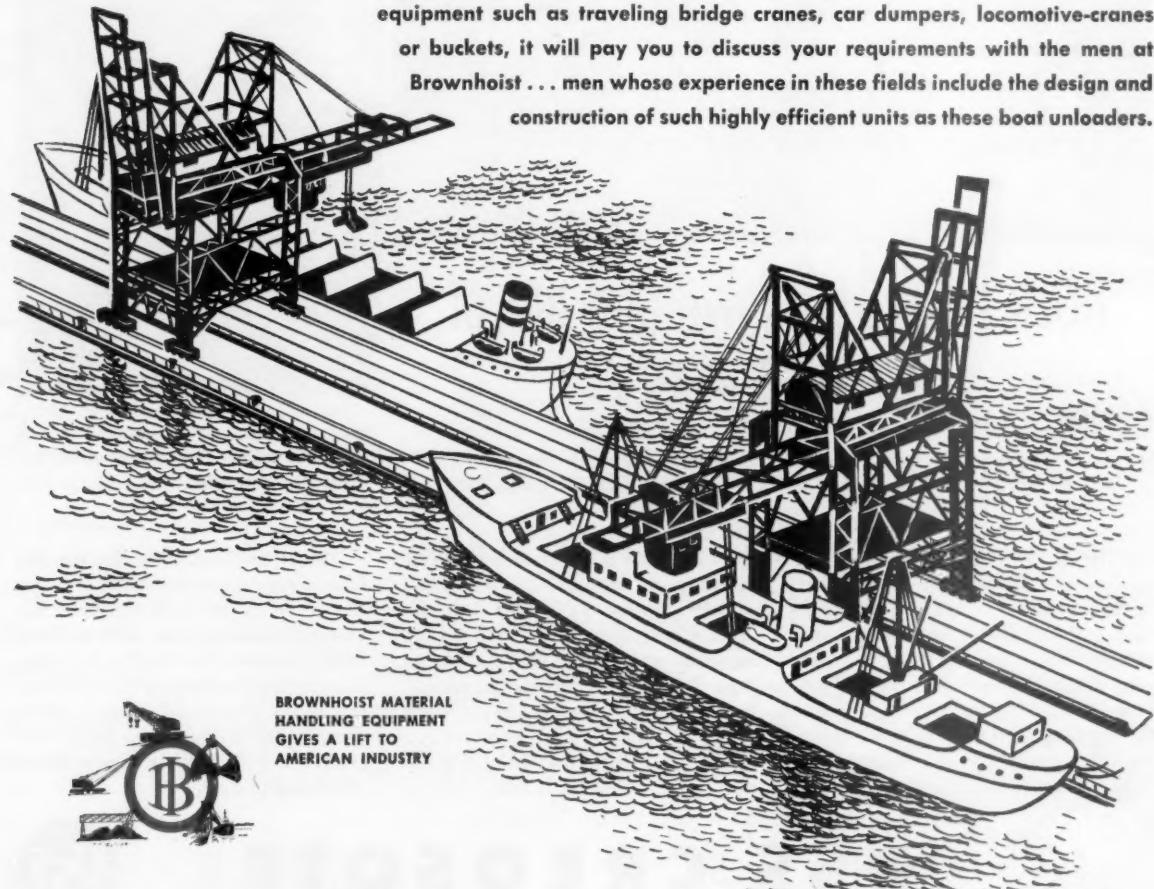
BROWNHOIST

**ORE UNLOADERS handle up to 3600 tons per hour
at the huge new pier of a large eastern railroad**

Two Industrial Brownhoist Ore Unloaders, each with a free-digging capacity of 1800 tons per hour, provide this new pier for ocean-going ore vessels with the most modern and efficient unloading facilities in the United States. Towering over the pier like enormous drawbridges, the Brownhoist machines can travel the full length of the pier and lower apron extensions from either side to provide a reach 72 feet from the dock. Then huge buckets, capable of taking 25 tons of ore in a single bite, roll out on the aprons, return to drop their load into 100-ton receiving hoppers and roll back again for another bite.

Elapsed time from bite to bite: just 45 seconds.

Whether your bulk materials handling operations call for ore unloaders or for other equipment such as traveling bridge cranes, car dumpers, locomotive-cranes or buckets, it will pay you to discuss your requirements with the men at Brownhoist . . . men whose experience in these fields include the design and construction of such highly efficient units as these boat unloaders.



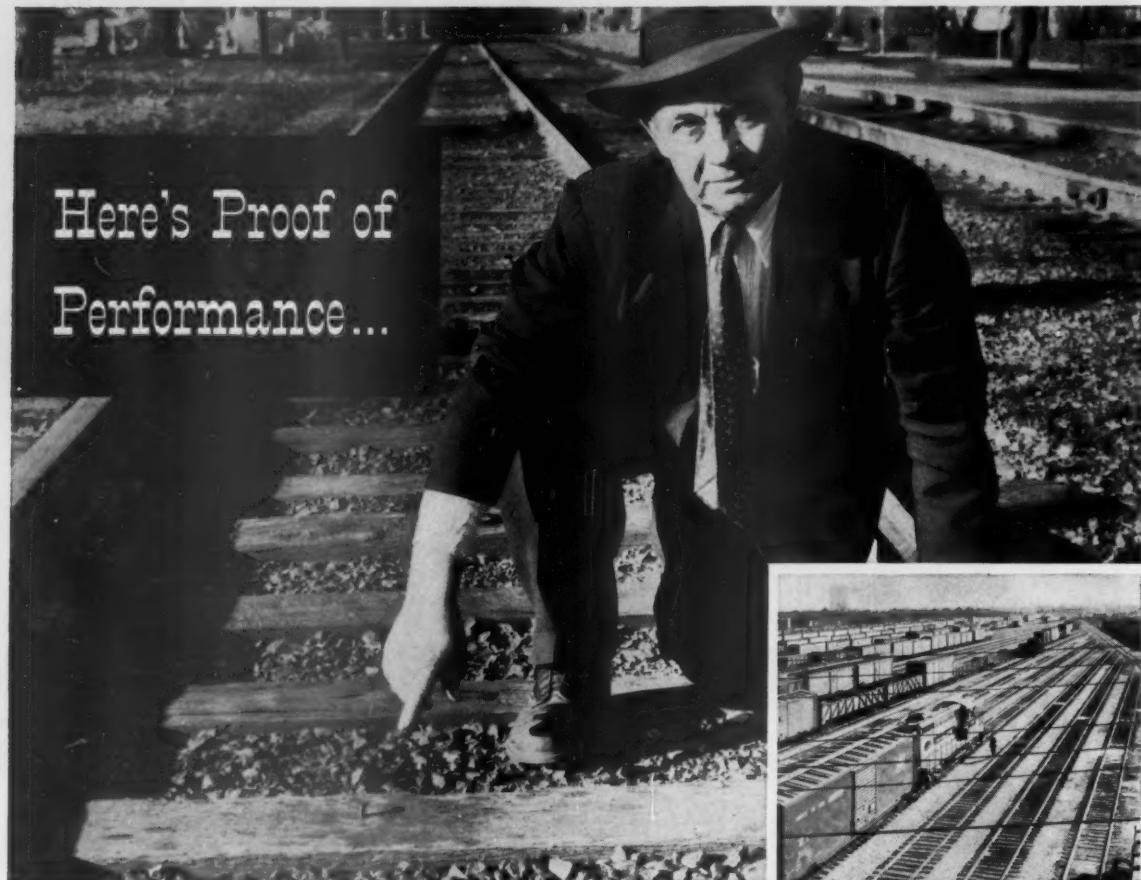
BROWNHOIST MATERIAL
HANDLING EQUIPMENT
GIVES A LIFT TO
AMERICAN INDUSTRY



178

INDUSTRIAL BROWNHOIST CORPORATION • BAY CITY, MICHIGAN • DISTRICT OFFICES: New York, Washington, Pittsburgh, Cleveland, Chicago, Denver, San Francisco, Montreal • AGENCIES: Detroit, Birmingham, Houston

John Nolfe, veteran Rock Island employee, points to a dating nail he placed in this pressure-creosoted tie in 1909.



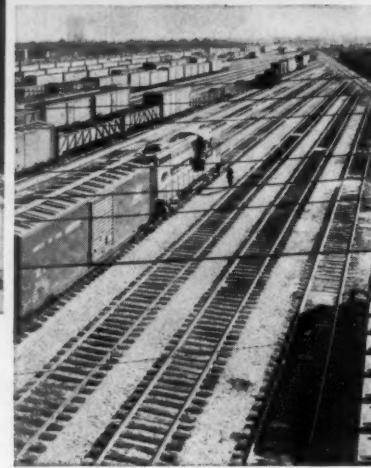
Here's Proof of
Performance...

Rock Island gets average life of
30 YEARS
from pressure-creosoted ties

• The dating nail in the photograph shows this to be one of the first pressure-creosoted ties put into service on the Chicago, Rock Island and Pacific Railroad. 1909 was the year the Rock Island began using pressure-creosoted ties in quantity, and many of these ties are still in service.

The average life of pressure-creosoted ties on this road is 30 years.

This long life is the reason why the Rock Island system has been completely "pressure-creosoted" since 1922. Careful treating with modern methods and yearly tie inspections have brought replacements among the 29 million ties in the system down to less than 2.5% per year . . . appreciably below the national average for first class railroads.



Tracks of the Rock Island railroad at Blue Island, Ill. All the ties in the system are pressure-creosoted.

This is the kind of service you get from pressure-creosoted ties and you can count on top performance from ties and timber treated with uniform USS Creosote. For further information, contact our nearest Coal Chemical Sales office listed below or write directly to United States Steel Corporation, 525 William Penn Place, Pittsburgh 30, Pa.

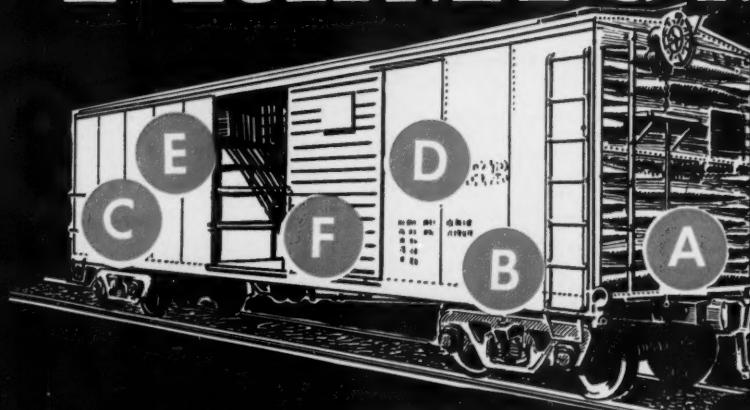
USS CREOSOTE

SALES OFFICES IN PITTSBURGH, NEW YORK, CHICAGO, CLEVELAND, SAN FRANCISCO AND FAIRFIELD, ALA.

UNITED STATES STEEL

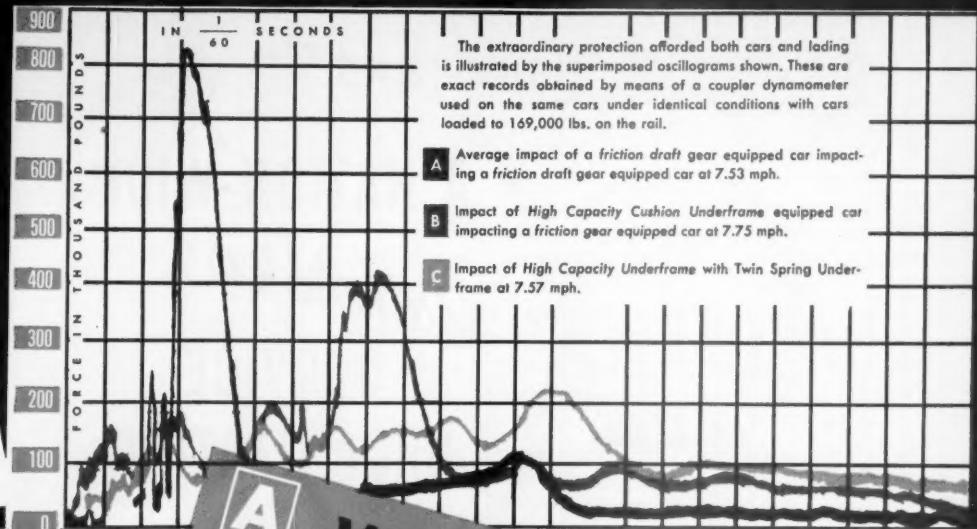


'PREMIUM' CAR



...a
smooth
riding car!

- A** WAUGH CUSHION UNDERFRAME
- B** IMPROVED TRUCKS
- C** IMPROVED BEARINGS AND LUBRICATION
- D** WIDE DOORS
- E** LOAD RETAINERS
- F** EXTRA HEAVY SURFACED FLOOR



The extraordinary protection afforded both cars and lading is illustrated by the superimposed oscillograms shown. These are exact records obtained by means of a coupler dynamometer used on the same cars under identical conditions with cars loaded to 169,000 lbs. on the rail.

- A** Average impact of a friction draft gear equipped car impacting a friction draft gear equipped car at 7.53 mph.
- B** Impact of High Capacity Cushion Underframe equipped car impacting a friction gear equipped car at 7.75 mph.
- C** Impact of High Capacity Underframe with Twin Spring Underframe at 7.57 mph.

"Premium" signifies high cost. More important, it signifies performance and savings in both maintenance and lading-damage costs that far offset the premium. Actually, today no progressive railroad can afford not to supply shippers with "premium" cars. It is the car that will win shipper good-will, put premium traffic back on the rails, and enable railroads to earn more per ton mile.

It is the standard car of tomorrow proven and available now.

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NEW YORK • CHICAGO • ST. LOUIS • CANADIAN WAUGH EQUIPMENT COMPANY, MONTREAL



90,000 FT. LBS. of protection

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Los Angeles 21, Magneto Sales & Service Co., 751 Towne Avenue

Sacramento, Langner & Rifkin, 1116 15th St.
San Diego 1, Elec. & Diesel Service Co., 1254 Kettner Blvd.

San Francisco 3, Furrer & Uster, Inc., 225-7th St.
San Francisco 3, H. G. Makelmin Magneto Repair Co., 1583 Howard Street

Wilmington, Diesel Control Corporation, 218 North Marine Ave.

COLORADO

Denver 3, Central Supply Co., 1171 Lincoln Street

FLORIDA

Jacksonville 1, Spencer Electric Co., Inc., 40 West Beaver Street

Miami 36, Florida Diesel Service Co., 1930 North Miami Ave.

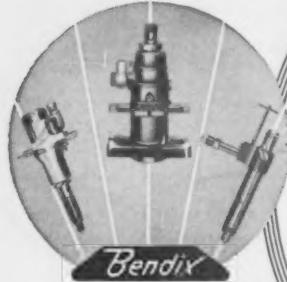
GEORGIA

Atlanta 3, Auto Electric & Magneto Co., 477 Spring Street, N. W.

ILLINOIS

Chicago 16, Illinois Auto Electric Co., 2011-37 Indiana Ave.

Rock Island, Lohse Automotive Service, Inc., 430 North Capitol Ave.

**INDIANA**

Indianapolis, Gulling Auto Electric, Inc., 450 North Capital Ave.

IOWA

Cedar Rapids, Edwards Carburetor & Electric Co., 209 Seventh St., S.E.
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Brooklyn 16, E. A. Wildermuth, Inc., 1102 Atlantic Avenue

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Houston 11, Magneto & Diesel Injector Service, 6931 Navigation Blvd.

Odessa, Electric Service & Supply, 1601 North Grant Street

San Antonio, Womack Bros., 123 West Carolina

UTAH

Salt Lake City 2, Diesel Electric Service & Supply Co., 58 East 7th, South

VIRGINIA

Norfolk, Diesel Injection Sales & Service, 808 Union Street

Richmond 20, Charles H. Woodward Electric Co., 709 Broad Street

Salem, Diesel Injection Sales & Service, 814-8th Street

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Seattle 14, Sunset Electric Co., 300 Westlake,

North Spokane 8, Sunset Electric Co., North 703 Division Street

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Pittsburgh 13, Automotive Ignition Co., 6358 Penn Avenue

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Memphis 4, Automotive Electric Service Co., 982 Linden Ave.

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Milwaukee 2, Wisconsin Magneto Co., 918 North Broadway

Canada**ALBERTA**

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BRITISH COLUMBIA

Vancouver, Magneto Sales & Service, Ltd., 126 Gore Avenue

NEWFOUNDLAND

St. John's, A. H. Murray & Co., Ltd.

QUEBEC

Montreal, International Electric Co., 1037 Bleury Street

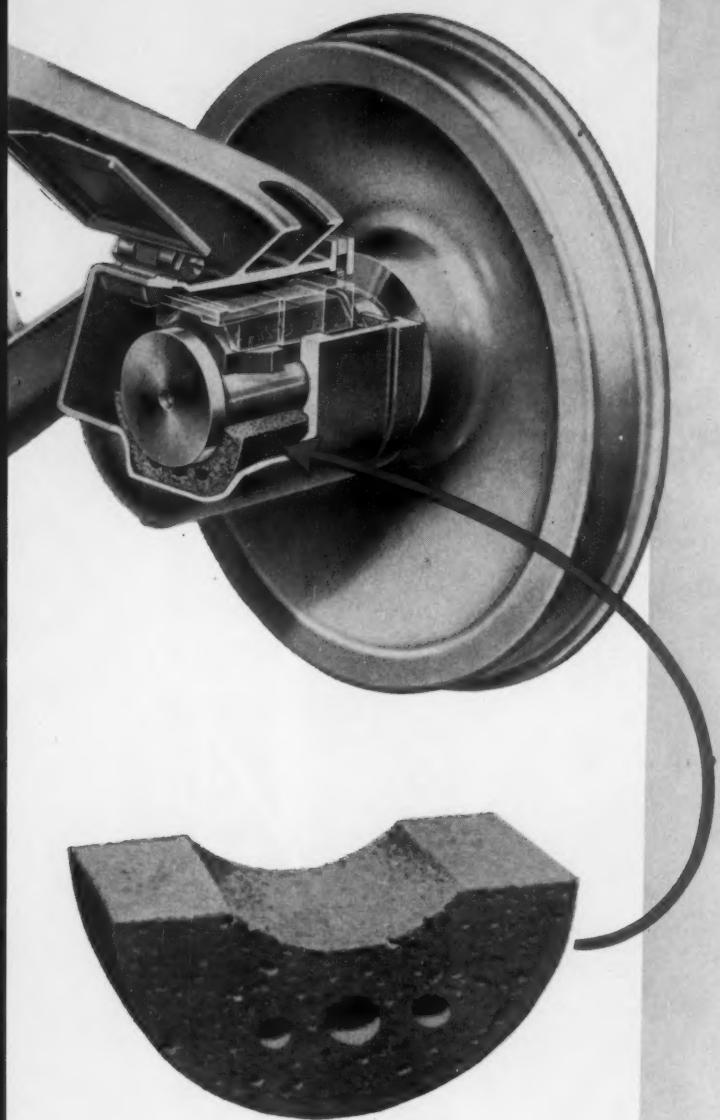
Alaska**ALASKA, TERRITORY OF**

Anchorage, Reeve Alaska Airmotive, Merrill Field, P.O. Box 1160

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Preformed to fill the box and fit the journal . . . AAR-approved for testing.

Now UNINTERRUPTED OPERATION . . .

The Modern Low-Cost Way to Lubricate Journal Boxes

26 Class I roads are now testing Cel-O-Pak Pads—the long-sought answer to the pressing problem of successful low-cost journal box lubrication.

LOWER IN FIRST COST . . . *Lower in first cost* than any other proposed substitute for waste packing, the case for Cel-O-Pak is convincing. The higher absorbency and freer pumping qualities of the cellulose sponge have been proved in exhaustive laboratory tests as well as out on the road. With Cel-O-Pak, you're sure to be able to extend repacking periods well beyond the present 18-month limit.

NO MORE "WASTE GRABS" . . . "Waste grabs" become a thing of the past—the Cel-O-Pak stays intact through all degrees of temperature and the stresses of impact switching. You apply this *preformed* pad in just two minutes and inspection routines are simplicity itself.

BEST LUBRICATION FOR BEARINGS . . . With Cel-O-Pak, you have greater oil reservoir capacity in terms of saturation ratios—more oil to lubricate the bearings. It means far longer bearing life.

You owe it to your own operations to get the whole story. Write, wire or phone for complete information.

O-Cel-O Division of General Mills Inc.

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A Quality Product of General Mills

CEL-O-PAK
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HIGH LOCOMOTIVE AVAILABILITY through use of modern G-E electrical equipment means greater savings, more efficient operations. A G-E equipped repair shop greatly reduces out-time for diesel-electrics.

GENERAL  ELECTRIC

G-E Electrical Equipment Helps Diesel Shops Cut Maintenance Costs up to 50%

With most railroads nearing complete dieselization of motive power, repair shops must streamline to meet today's changing auxiliary service requirements. Modern G-E electrical equipment, tailored to your shop, pays off in faster, more efficient, safer operations.

Designed to present-day industrial standards, General Electric's full line of equipment for diesel repair shops ranges from transformers and unit substations to rectifiers and d-c load centers. Modernization of auxiliary service requirements in areas such as building heat, process steam, compressed air and electrical energy results in faster, cheaper and safer over-all power utilization. And a G-E equipped repair shop, adequate for today's needs, gives you simplicity, minimum change-over difficulties and capabilities for expansion—all at a reasonable first cost.

Depending upon particular shop conditions, you can clear the tracks for major economies up to 50%

or more in annual cost of providing modern diesel auxiliary services. And before fixed charges, your return on capital investment may yield from 25 to 50 percent.

SAVINGS THROUGH MODERNIZATION. Partial progress toward modernized diesel repair facilities has, of course, already come about in some railroad shops. For example, many have discontinued generating and converting their own power. But in others, as well as these, there is room for greater economy through further modernization. General Electric, world's largest manufacturer of electrical apparatus, can help you plan the most modern power supply, distribution and utilization of auxiliary services with up-to-date G-E equipment.

For a free exploratory engineering survey of your repair shop, contact your nearest G-E Sales Engineer and for free booklet, "Modern Electrical Equipment for Railroad Installations," write Section 152-57, General Electric Company, Schenectady 5, N. Y.

Progress Is Our Most Important Product

GENERAL  **ELECTRIC**



MODERN METAL-CLAD SWITCHGEAR gives greater protection for motor-driven air compressors. Up-to-date controls provide utmost safety for operator, too.



SELENIUM RECTIFIERS are used in diesel repair shops for direct current power supply to machine tools, cranes, elevators and other auxiliary equipment.

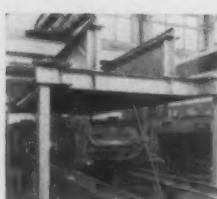


Write today . . . for Whiting Drop Table Bulletin DT-C-404. It shows how Whiting installations save time on locomotive, coach and tender repairs.

Whiting Drop Table Keeps Diesels Rolling

In the new Missouri Pacific shops at North Little Rock, Arkansas, a Whiting 100-ton Drop Table helps provide first-class service and uninterrupted repairs for Diesel locomotives — handling 90 to 100 units a day! Engineered and built to the Missouri Pacific's special requirements, this Whiting Drop Table not only speeds repair work, but also saves manpower, assures greater safety and reduces overall costs. More than 500 Whiting Drop Table installations with capacities from 10 to 150 tons serve the railroad industry today. Talk over your requirements with a Whiting engineer . . . he will help you decide the type and size of drop table best suited to your shop layout.

WHITING CORPORATION
15603 Lathrop Avenue, Harvey, Illinois



Temporarily powered repaired truck pushes old truck off table.



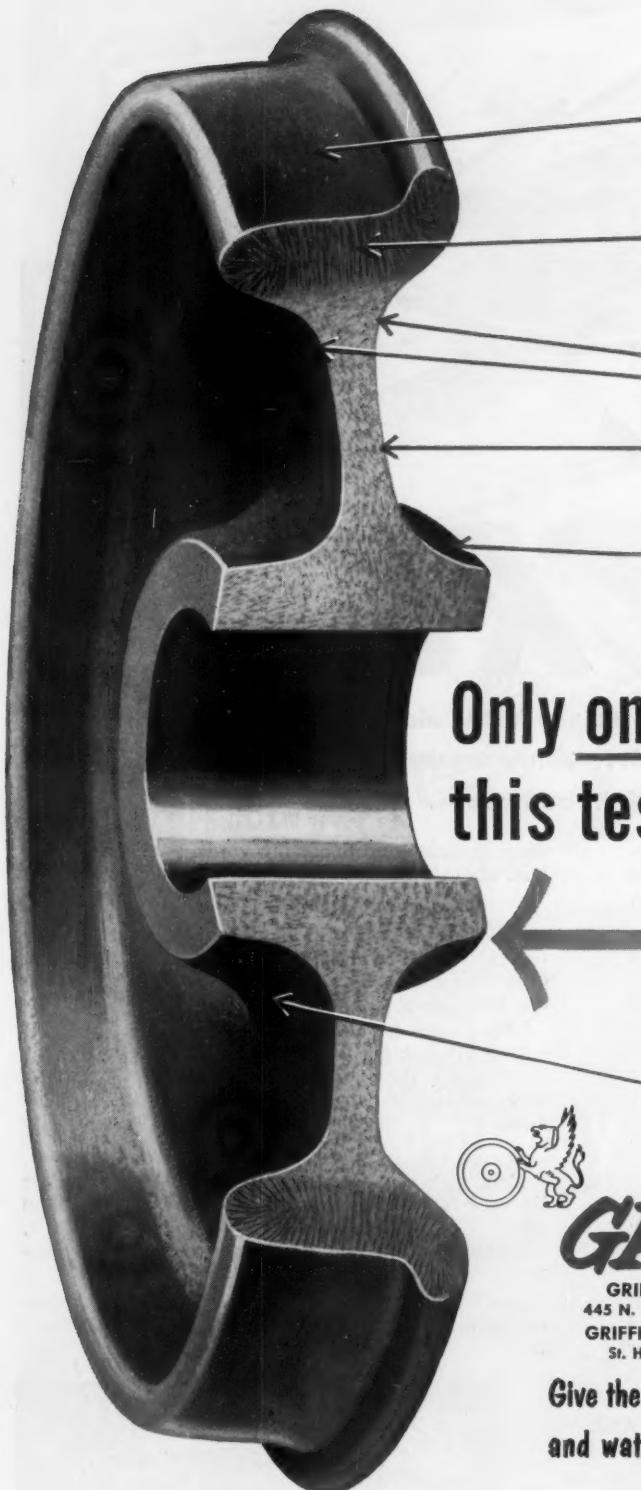
Down goes repaired truck into pit to be racked to service track.



Up it comes on Whiting Drop Table to position under locomotive.



In position, ready for installation—all in a matter of minutes!



Roundness of EQS wheel is practically perfect—as-cast. No machining necessary . . . the toughest and longest-wearing metal is *on the tread, NOT in the scrap bin.*

Pressure pouring in graphite molds results in superior flange and tread wear. Note the directional solidification in flange and tread, shown before heat treatment: *the grain of the metal in EQS wheels is at right angles to the point of wear.*

Long sweeping fillets under flange and rim of EQS wheels insure greatest possible strength.

The Griffin EQS plate is of *uniform thickness*, dimensionally accurate in any section.

Now made of .75 carbon steel. Exclusive casting process used in producing EQS wheels permits use of recognized steel analysis that will best meet your requirements.

**Only one wheel can pass
this test with a score of**

← 100 —

Location of hub and plate is identical in all EQS wheels; dissipation of heat is even, without developing internal stress.



GRIFFIN ^{EQS}
ELECTRIC QUALITY STEEL

GRiffin WHEEL COMPANY
445 N. Sacramento Blvd., Chicago 12
GRiffin STEEL FOUNDRIES LTD.
St. Hyacinthe, Quebec, Canada

**Give the "green" to GRIFFIN...
and watch your costs go down!**



...for faster freight movement



New 2-way radio system moves freight faster along the entire system...
entering and departing yards...single tracks carry larger volumes
of freight both ways.

CRC gives you complete 2-way train communication . . . when and where you need it. No matter the weather, the terrain, the distance, or the time of day.

This ability to have voice contact between train crews, dispatchers, yards, wayside stations, emergency operations, etc. provides railroads with a time saving, money saving, labor saving device that opens up new ways to earnings.

Own Radio Network

With Bendix* Centralized Radio Control, breakdowns and emergencies are immediately made known.

Freight classification is speeded. Longer freights move faster with fewer accidents to rolling stock. Break downs and emergencies get immediate attention.

Single tracks can handle larger volumes both ways. Better "meets" and changes of "meets" are possible. Unscheduled stops, seeking information, are eliminated. Knowing locations, conditions and speed of trains eliminates delays at interlocking plants, or

when entering and departing yards. And there are a host of other time-saving reasons.

Proved Economies

Railroad management has been enthusiastic over the potential and actual economies of instant radio dispatching of trains. At present, a number of roads are completely radio-equipped.

Many more are at least partially Bendix equipped and are expanding the installations, as management sees the savings made by just a small segment of 2-way radio . . . plans are made for additional installations.

Inquire Today

Bendix Radio offers the railroad industry a complete line of VHF Communications equipment . . . mobile and vehicular units, dispatcher and way station units, portable packsets, and units for specialized applications.

For further information contact the Bendix representative or write: Bendix Radio, Baltimore 4, Maryland.

*Reg. U. S. Pat. Off.

BENDIX RADIO • BALTIMORE 4, MARYLAND

Chicago Sales Office: 188 W. Randolph St., Chicago 1, Ill.

West Coast Sales: 10500 Magnolia Blvd., N. Hollywood, Calif.

Export Sales: Bendix International Division, 205 E. 42nd Street, New York 17, N. Y., U. S. A.

Canadian Distributor: Aviation Electric, Ltd., 200 Laurentian Blvd., Montreal, Quebec.

Bendix
Radio

Bendix
AVIATION CORPORATION

Two Road Systems at Work!

By Hungerford



E Edgewater Steel Company

PITTSBURGH, PA.

Serving America's Railroads

ROLLED STEEL TIRES
with ROLLED STEEL WHEELS
AND DRAFT GEARS

We will be glad to send you enlarged copies of this Hungerford cartoon (without advertising copy) for posting on your office and shop bulletin boards, or a cut for your company magazine, at cost.





AMCRECO
LOWRY PROCESS
CREOSOTED WOOD

Since 1904

50th Anniversary of AMERICAN CREOSOTING COMPANY Pioneers in Forestry as well as Wood Treatment

... for Lower Cost, Longer Lasting Wood Products

It has been estimated that the modern wood preserving industry, pioneered by the American Creosoting Company, has saved the nation the equivalent of 500 million acres of forest lands in the past 50 years. Great as this force has been, wood preservation alone was not enough to stem the tide of forest exhaustion. Additional measures were needed to extend the life of our forests and assure the nation of a plentiful wood supply.

The greatest conservation force is, and must continue to be, the forester and his science of forestry. Reduced waste of timber gave him the chance to prove that good forestry practices will win the battle against depletion.

Just as it was the pioneer in wood preservation, American Creosoting Company was a pioneer in forestry. While the science of forestry was in its infancy, American Creosoting Company took a practical interest in the advancement of the science by purchasing large forest areas to make them available for the study and advancement of the practices of good forestry.

In this vast woodland laboratory, known as Satilla Forest, Amcreco has helped de-

velop and carry out many of the scientific practices that are now in widespread use throughout private, industrial and government owned timber lands. Satilla forest is known and recognized by authorities as an outstanding example of forestry management. In addition to serving as a laboratory for the development of man's knowledge in forestry, Satilla has also provided Amcreco with a great amount of fine timber for treated poles, cross arms and other construction woods.

Hand in hand with its experiments in forestry, the American Creosoting Company has helped develop wood preservation to the fine art that it is today. The results of these efforts — wood, pressure treated in creosote by Amcreco, lasts for years and years with great strength throughout the life of the wood, and under many conditions, wood treated by Amcreco can be considered essentially permanent.

If you've never been an Amcreco customer — if you've never profited by our years of experience, strategically located treatment plants and sales offices, contact us on your next job. We would appreciate an opportunity to quote on your needs.

This year the United States Forest Service also celebrates its 50th anniversary. We are proud to share our birthday cake with them and to join the nation in thanking them for their invaluable contributions to conservation.



AMERICAN CREOSOTING COMPANY

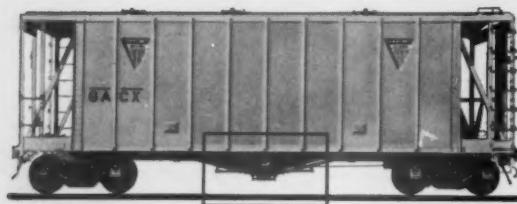
Shreveport Creosoting Company
Colonial Creosoting Company
Federal Creosoting Company
Indiana Creosoting Company



Georgia Forest Products Company
Gulf States Creosoting Company
Georgia Creosoting Company
Kettle River Company



Bulk shipping of dry, granular and powdered products in General American Airslide® Cars is safer, easier—and costs less!



Over 900 Airslide Cars now in service or on order. A small blower is all you need to unload cars into any conveying system. Write for bulk shipping information on your products.



GENERAL AMERICAN TRANSPORTATION CORPORATION

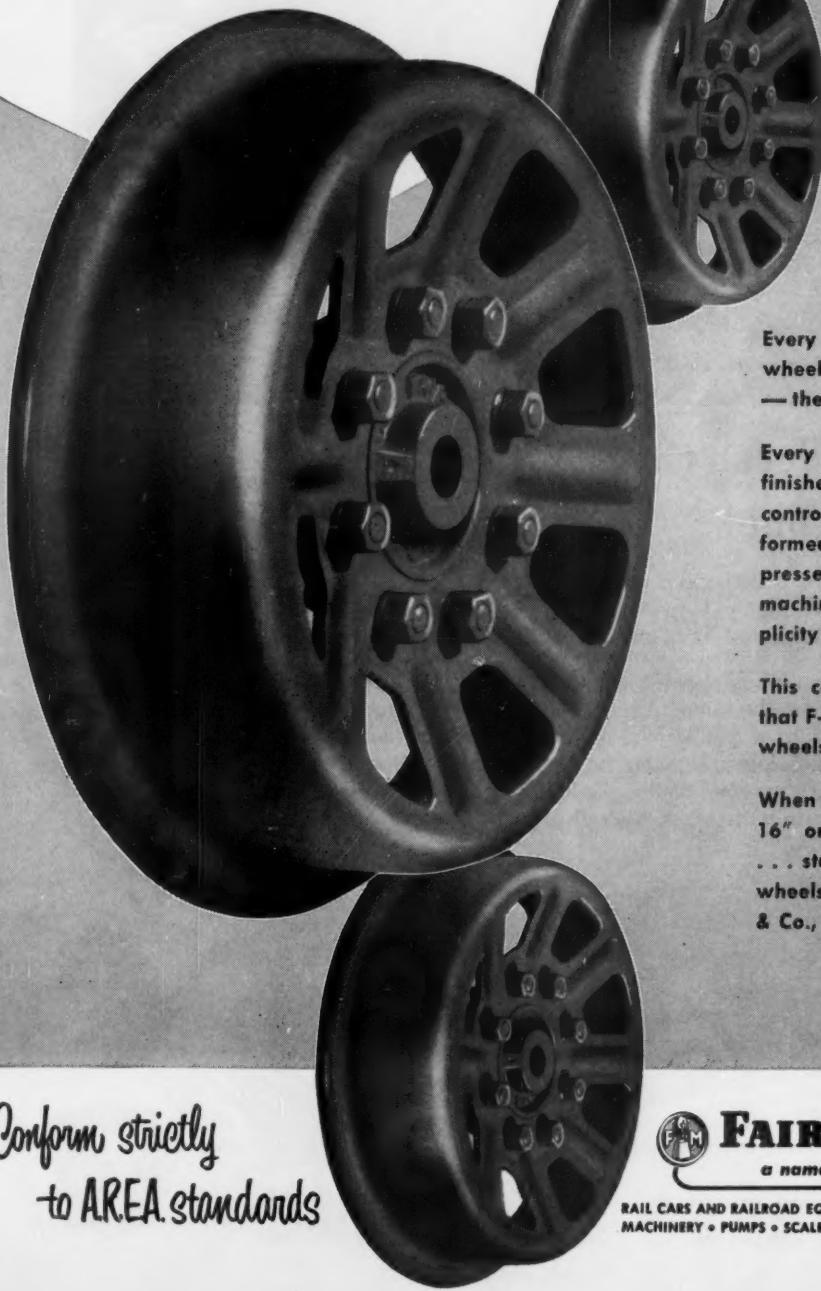
135 South La Salle Street, Chicago 90, Illinois

Airslide cars now successfully shipping flour, semolina, sugar, starch, plastics, chemicals and other products



One Standard of Quality

**DEMOUNTABLE STEEL WHEELS
FOR EVERY TRACK CAR**



Every Fairbanks-Morse demountable steel wheel conforms to one standard of quality — the highest!

Every step from sheet steel purchase to finished wheel is under Fairbanks-Morse control and inspection. Every wheel is cold-formed in our own plant, on our own presses using our own modern dies . . . machined and finished to a design of simplicity and strength.

This control of quality is your assurance that F-M wheels are the sturdiest track car wheels on the rails today!

When you need replacement wheels in 20", 16" or 14" sizes, standardize on quality . . . standardize on Fairbanks-Morse steel wheels for longer life. Fairbanks, Morse & Co., Chicago 5, Ill.

Conform strictly
to AREA standards



FAIRBANKS-MORSE

a name worth remembering when you want the best

RAIL CARS AND RAILROAD EQUIPMENT • DIESEL LOCOMOTIVES AND ENGINES • ELECTRICAL
MACHINERY • PUMPS • SCALES • WATER SERVICE EQUIPMENT • HAMMER MILLS • MAGNETOS



A railroad that doesn't use Adlake equipment? Sure—this one!

But even *this* railroad is influenced by **ADLAKE PRODUCTS**.
That Dome car, for example, is modeled after the revolutionary designs using
Adlake Dome Windows that have put a new "see" into sight-seeing.

It's true we don't make equipment for model railroading, but *every* major
American railroad uses the famed Adlake "Breather" windows. And if you take
inventory on any railroad, you're sure to find Adlake hardware, luggage
racks, curtains, switch locks, signal lamps, lanterns and other specialties for the
railroad industry. We're proud of the customer friends we've made in
our 98 years of growth with America's railroads!

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Established 1857 • ELKHART, INDIANA • New York • Chicago



Manufacturers of ADLAKE Specialties and Equipment for the Railway Industry

Here's Long Life!



A.T. & S.F. Flat Car
53' 6" long—50-ton capacity

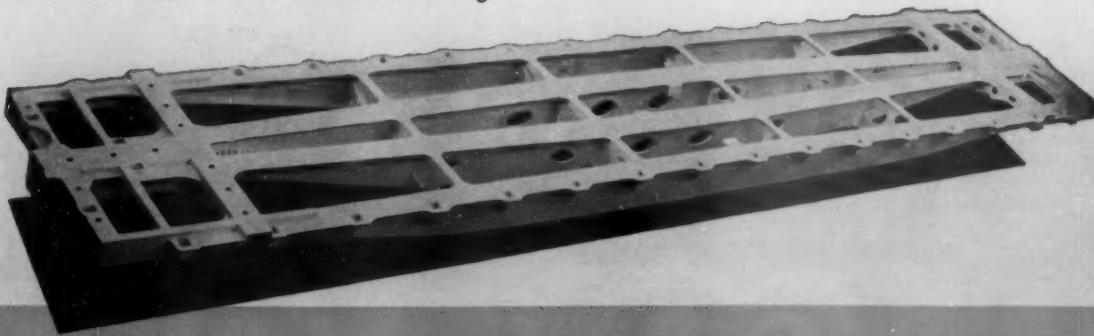
**New Santa Fe Flat Cars
With One-Piece Underframes are
BUILT TO LAST!**

Modern railroading is particularly tough on freight cars and flat cars are often called the workhorse on rails. The backbone and foundation of the flat car is the underframe. COMMONWEALTH One-Piece Cast Steel Underframes combine great strength with minimum weight and provide *maintenance free* performance.

Other advantages of COMMONWEALTH Underframes include unusually strong draft sills, draft gear pockets, striking castings and bolsters — flared center sills and wide top members providing better support for decking and loads — cast steel assures highest resistance to corrosion.

Thousands of flat cars with COMMONWEALTH Cast Steel Underframes — in service for years — prove these facts. Build your flat cars to last longer. Specify COMMONWEALTH Underframes. Write for information and standard designs.

One-Piece
Cast Steel
Underframe



GENERAL STEEL CASTINGS

Granite City, Ill.

Eddystone, Pa.

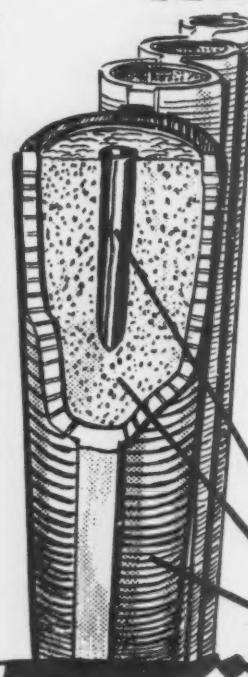
FACTS ABOUT **Exide**®

IRONCLAD® CAR LIGHTING AND AIR CONDITIONING BATTERIES

GET BRIGHT LIGHTS ... COOL CARS - WITH EXIDE-IRONCLADS

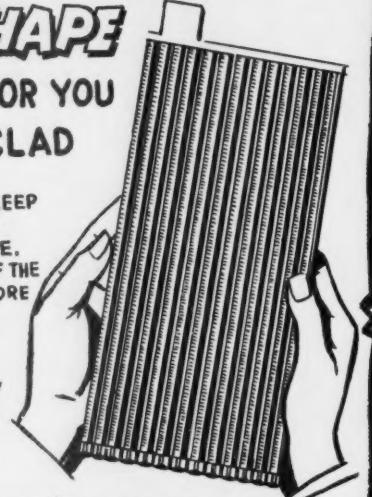
KEEPING PASSENGERS COMFORTABLE WITH BRIGHT, STEADY LIGHT AND COMFORTABLY AIR-CONDITIONED CARS IS AN ALL-IMPORTANT JOB. THAT IS WHY EXIDE-IRONCLADS ARE USED BY SO MANY RAILROADS. THEY PROVIDE DEPENDABLE TROUBLE-FREE PERFORMANCE - MAINTAIN HIGH UNIFORM VOLTAGE UNDER ALL OPERATING CONDITIONS - ASSURE THE BEST OPERATION OF CAR LIGHTING AND AIR CONDITIONING, WITH LOWEST COSTS!

NATURE'S IDEAL SHAPE THE CIRCLE WORKS FOR YOU INSIDE AN EXIDE-IRONCLAD



SLOTTED TUBES INSIDE AN IRONCLAD KEEP ACTIVE MATERIAL IN FIRM CONTACT WITH CONDUCTING GRIDS OF THE POSITIVE PLATE. THIS GRID PROTECTION LENGTHENS LIFE OF THE BATTERY. THE SLOTTED TUBES EXPOSE MORE ACTIVE MATERIAL TO THE ELECTROLYTE... FOR GREATER POWER. FINE TUBE SLOTS HOLD MATERIAL IN CONTACT WITH GRID LONGER... RESULT, THE IRONCLAD'S ABILITY TO LIGHT AND AIR CONDITION CARS FOR A LONGER PERIOD OF TIME. THAT IS WHY

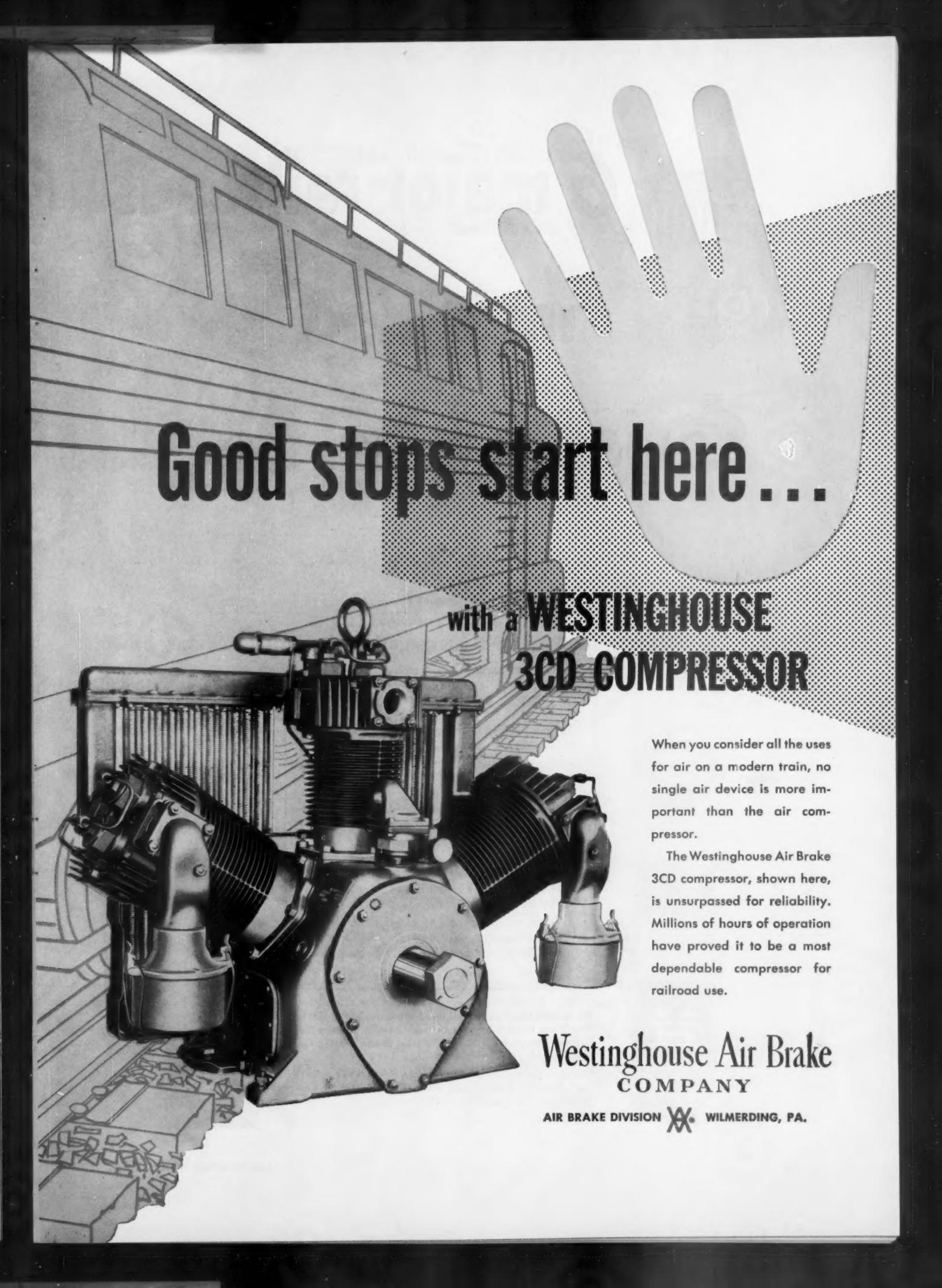
EXIDE-IRONCLADS
ARE YOUR BEST RAILWAY BATTERY BUY
AT ANY PRICE !



IRONCLAD POSITIVE PLATE

LET EXIDE HELP SOLVE YOUR RAILWAY BATTERY PROBLEMS. ① CALL AN EXIDE SALES ENGINEER FOR FULL DETAILS. ② WRITE FOR FORM 5010, A MANUAL ON MAINTAINING CAR LIGHTING AND AIR CONDITIONING BATTERIES.

Exide INDUSTRIAL DIVISION. The Electric Storage Battery Company, Philadelphia 2, Pa.



Good stops start here...

with a **WESTINGHOUSE**
3CD COMPRESSOR

When you consider all the uses for air on a modern train, no single air device is more important than the air compressor.

The Westinghouse Air Brake 3CD compressor, shown here, is unsurpassed for reliability. Millions of hours of operation have proved it to be a most dependable compressor for railroad use.

**Westinghouse Air Brake
COMPANY**

AIR BRAKE DIVISION  WILMERDING, PA.



6 major railroads installing NMB Sealed Journal Box Kits

"Patented" and "Patents Pending"



**PROVE TO YOURSELF, ON YOUR RAILROAD
that the NMB Kit can effect these vital operating benefits:**

MAKE THIS SIMPLE TEST

Equip 10 solid bearing cars with NMB Kits. This will cost about \$232. per car. Operate cars under all possible conditions. We predict bearing end wear will be cut to an almost unbelievable 0.0006" per 1,000 car miles. Inspection will be needed only once a month. Oil consumption will drop to about 1 oz. per 1,000 journal box miles.

These predictions, amazing though they may seem, are based on the experience of 8,000,000 journal box miles of operation of the Kits by Class I railroads.

This same operating experience shows NMB Kits pay for themselves in 18 months, and thereafter save \$6.88 per 1,000 car miles.

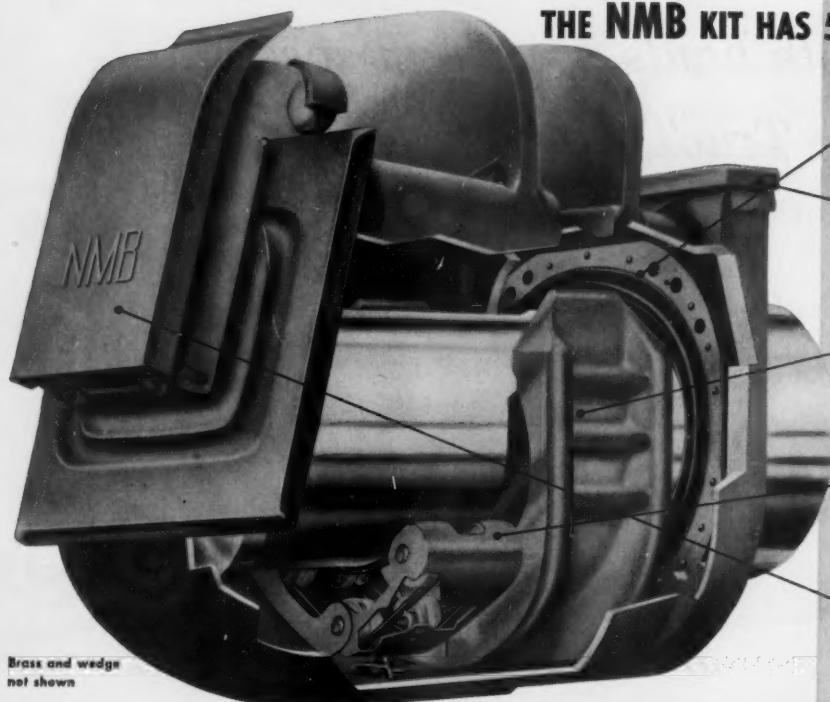
- **PRACTICALLY ELIMINATES
BRASS END WEAR**
- **81.4%* ELIMINATION
OF HOT BOXES**
- **90% LESS OIL CONSUMPTION**
- **90% LESS INSPECTION TIME**
- **ELIMINATION OF
VIRTUALLY ALL ACCIDENTS
DUE TO HOT BOXES**

WM. G. RINGLAND, former Assistant Superintendent of Equipment, New York Central System and now Eastern District Manager, Railway Equipment Division, National Motor Bearing Co., Inc., says:

"In my 40 years of railroad experience, this is the first time I have seen a practical, economical device that licks the hot box problem for solid journal bearings."



A.A.R. Approved for Interchange Service on 10,000 Cars



THE NMB KIT HAS 5 PRINCIPAL PARTS

A. OIL SEAL. Keeps oil in; dirt, water, brine and snow out.

B. DUST GUARD WELL COVER and FILTER. Exclude dripping water, snow, brine; yet permit breathing.

C. JOURNAL GUARD BEARINGS. Eliminate axle damage during humping, coupling, starting or heavy braking.

D. OIL CIRCULATOR. Lubricates bearings with $\frac{1}{2}$ turn of axle. Guarantees continuous lubrication. Bearings run 50° cooler.

E. JOURNAL BOX LID and WAFFLE GASKET. Provide tight oil and water seal at front opening. Eliminate vibration wear.

NEW MANUAL describes simple, inexpensive installation steps. PARTS & PRICE LIST shows all Kit parts, gives quantity purchase discounts. Sent immediately without obligation.

For complete information or consultation at your headquarters, write or telephone NMB Railway Equipment Division offices listed below.

Brass and wedge
not shown

The NMB Sealed Journal Box Kit is the result of applying modern automotive engineering principles to a century-old railroad problem. Developed by NMB in collaboration with 3 major western railroads, the NMB Kit is a modern, sealed oil bath lubrication and dirt exclusion system for solid bearing journal boxes.

Installation is made in the regular standard A. A. R. journal box; no alteration is required. Waste packing normally used for lubrication is removed. NMB Kits for 5" x 9", 5 1/2" x 10" and 6" x 11" A. A. R. standard solid bearing journal boxes are available.



NATIONAL MOTOR BEARING CO., INC.

GENERAL OFFICES: Redwood City, California

PLANTS: Redwood City, Downey and Long Beach, California; Van Wert, Ohio

RAILWAY EQUIPMENT DIVISION OFFICES

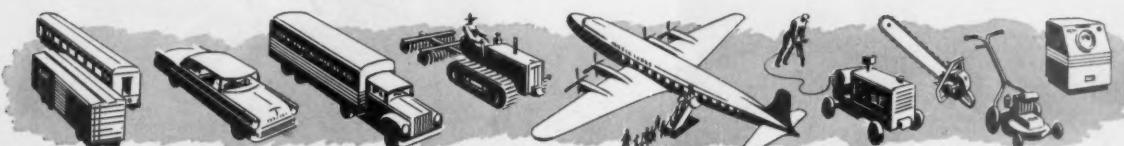
New York 17, N. Y.: Room 537, 527 Lexington Ave. Plaza 3-6647

Chicago 3, Illinois: Room 4113 Field Bldg., 135 S. LaSalle St. Franklin 2-2847

Redwood City, California: Broadway at National Ave. Emerson 6-3861

NMB has manufactured tens of thousands of oil seals for roller bearing cars and over 1,000,000,000 oil seals for AUTOMOBILES • TRUCKS • TRACTORS • AIRCRAFT • MACHINES • HOUSEHOLD APPLIANCES

*Based on operating experience of major Class I railroads.

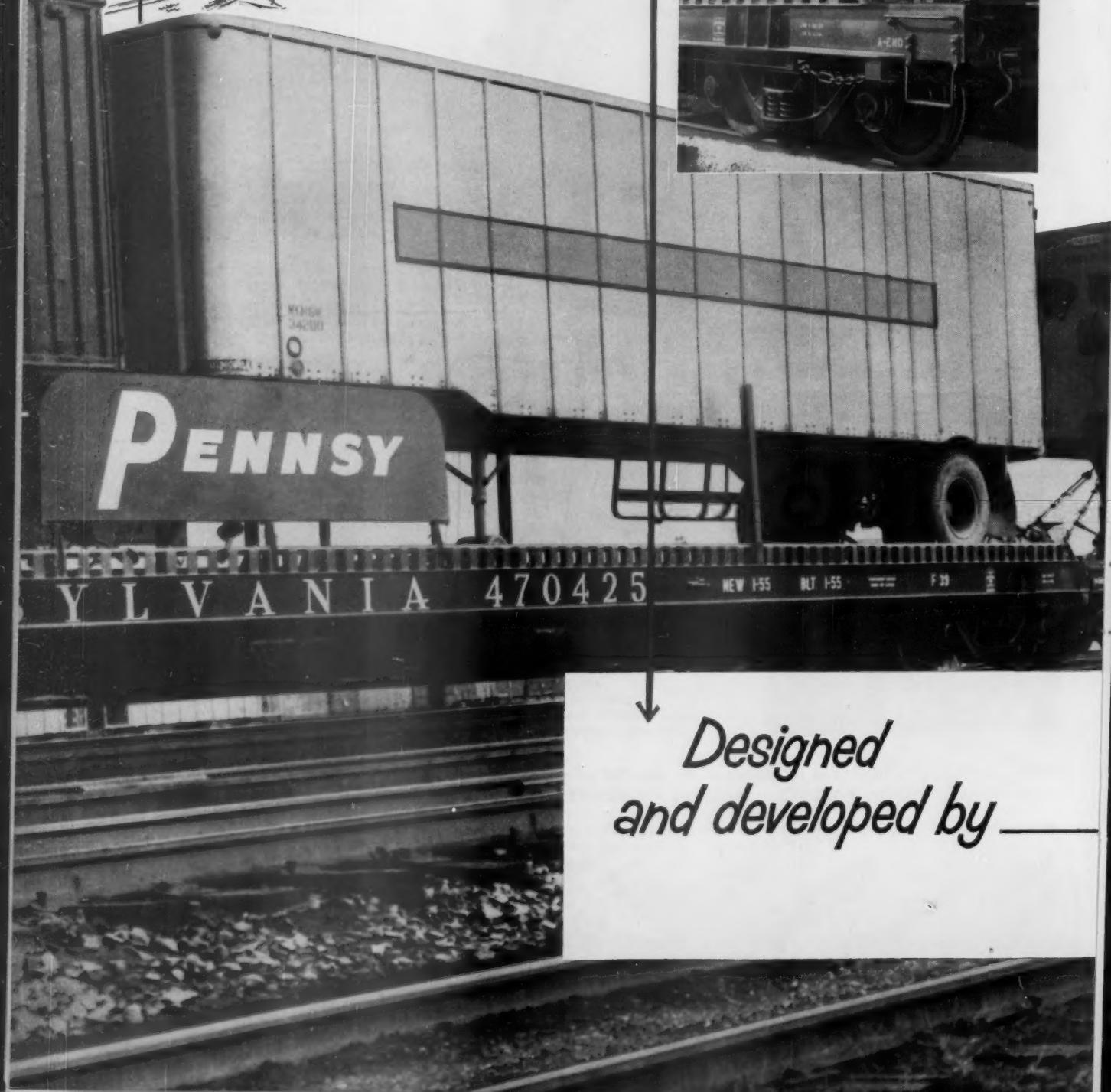


*The shortest distance
between two points is a*

Safe,

for smooth hauls...at high speeds...

the TrucTrain rides on A-3 trucks



*Designed
and developed by* _____

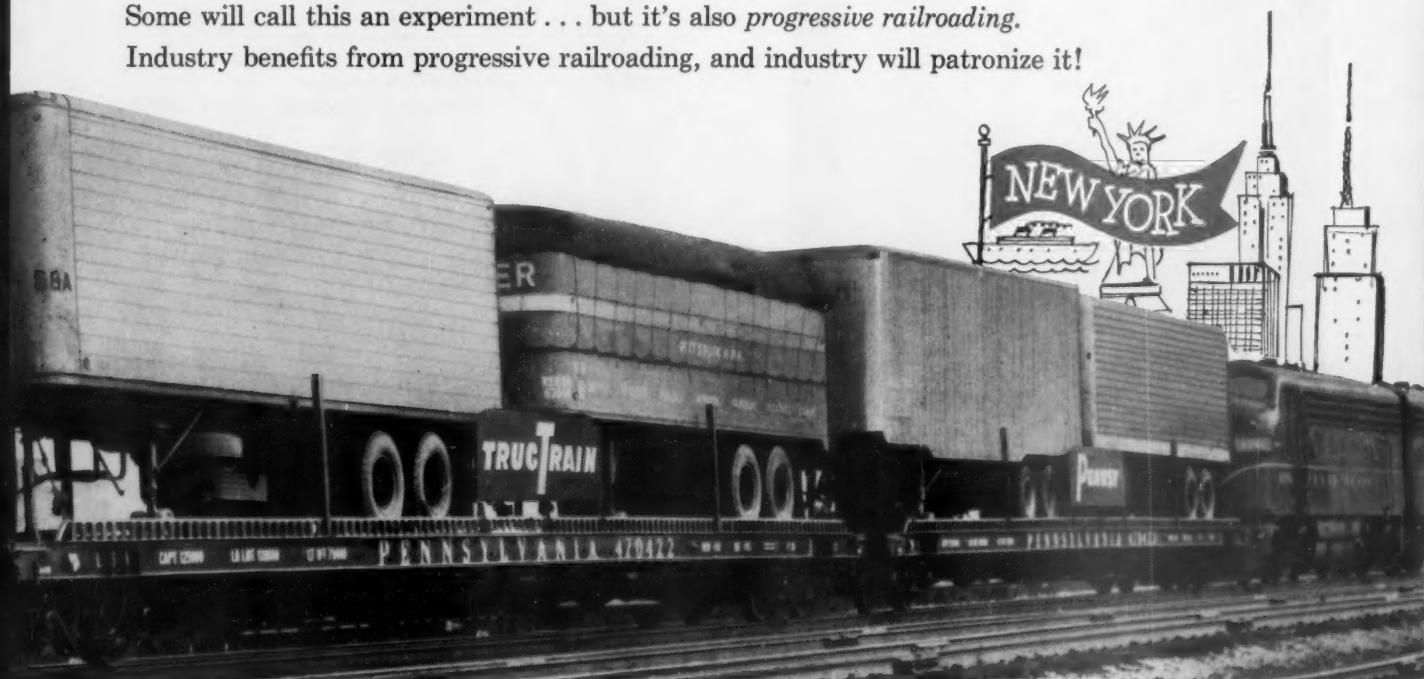
Smooth Ride

Keep your eye on a current example of railroad foresight

... the Pennsylvania Railroad in cooperation with the Rail-Trailer Company has inaugurated the new TrucTrain service running daily from New York to Chicago. It's the first long-distance service of its kind.

Two new, fast trains have just been put into service, each train with a capacity of 100 loaded trailers. Brand-new, specially built 75-foot flat cars are in the consist, carrying two trailers per day. Service between points: 29 hours flat!

Some will call this an experiment . . . but it's also *progressive railroading*. Industry benefits from progressive railroading, and industry will patronize it!



ASF

AMERICAN STEEL FOUNDRIES

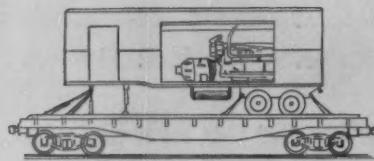
410 N. Michigan Avenue, Chicago 11, Illinois

Canadian Sales: International Equipment Co., Ltd., Montreal 1, Quebec

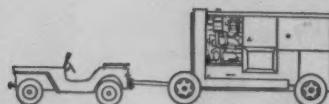
CATERPILLAR ANNOUNCES

A NEW LINE OF PORTABLE ELECTRIC SETS

Dependable electric power—where it's needed, when it's needed



CAT* Portable Electric Sets are now available in 9 models, 30 to 315 KW



These Caterpillar Portable Electric Sets are ready to serve you in emergency or full-time operation. They are available in all the usual voltages, 50 or 60 cycle.

Each is a complete unit with cooling system, fuel tank and switch-gear. Skid-mounted units can be temporarily or permanently mounted on flatcars. They also are mounted on semi-trailer, or full trailer ready to be moved off-track anywhere you need them at a moment's notice.

The units are easy to hook up, easy to operate. They deliver steady voltage and require a minimum of supervision. Low fuel and maintenance costs are added advantages.

In this new line of portable electric sets there's one that will exactly fit your needs. Get complete information from your Caterpillar Dealer. Call him today.

Caterpillar Tractor Co., Peoria, Illinois, U. S. A.

CATERPILLAR TRACTOR CO.
Peoria, Illinois, U. S. A.

Please send me further information on Cat Portable Electric Sets.

Name _____
Company _____
Street _____
City _____ Zone _____ State _____

CATERPILLAR*

*Both Cat and Caterpillar are registered trademarks—®

**THE NEW STANDARD
OF PORTABLE
ELECTRIC POWER**

Letters from Readers

Half Fare for Teen-Agers?

NEW YORK

To the EDITOR:

Despite the general attitude of defeatism toward passenger service a few railroads are making praiseworthy attempts to stimulate such traffic. These efforts include radical new equipment and experimental fares.

One basic revision that is long overdue is the raising of the age limit on half fares from 12 to 15 or 16.

I see no logic in the twelve year old break between half fares and full fares, which seems to have been in effect since time immemorial. If full fares are based on seat occupancy, they should begin at a much earlier age. If based on presumed ability to pay, they should begin much later. As every American father can testify, teenage children are the most expensive to bring up.

One of the main deterrents to group travel by rail is, of course, that the whole family, or all of Suzie's girl scout troop, can pile into the family car at no extra cost. On the railroad there is no such economy for group travel, aside from the recent family fare plans. These plans, while attrac-

tive, are still too limited in application. The principle which they recognize should be introduced universally by the raising of the half-fare age limit to 15 or 16. This limit should also be modified to include, regardless of age, the first trip of each child away from home to college.

If the railroads cannot replace their 1920 equipment and 1890 terminals overnight, at least they can introduce traffic-stimulating fare arrangements immediately.

ROBERT B. SHAW

Gift Certificates For Rail Travel

PERU, IND.

To the EDITOR:

Passenger travel on the railroads, is the display window for the American railroads. I believe that much more favorable use could be made of this advertising space.

Passenger service cannot be measured in dollars alone. If a man gets excellent treatment, like railroads can give, on a passenger run, that may influence him to ship his freight by that railroad. Some of this passenger service cut to me is just further pushing our freight to other means of transport.

I feel that we have not glamorized our passenger sales. Why not push a "Gift Certificate" idea for "Christmas on the American Railroads?" Certainly there is nothing that a great many people would rather receive than a paid up travel certificate good on any railroad.

STANLEY PRAGUE
General Secretary, YMCA

they all know the best place in Cleveland

"Hotel Cleveland, sir?"

Whether you arrive by car, train or plane, the friendliest place to stay is Hotel Cleveland, directly connected with Union Passenger Terminal . . . on Public Square, convenient to everywhere.

No room charge for children under 14 when registered with an adult.

**Hotel
Cleveland**

SONNABEND OPERATED HOTELS

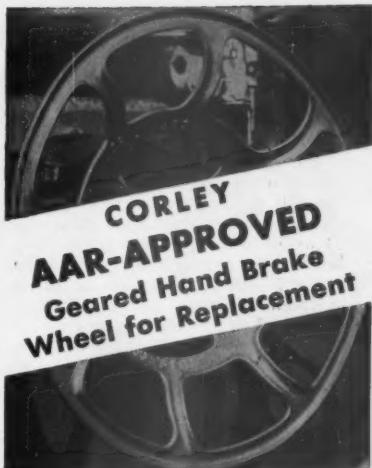
Distinguished American Landmarks

CHICAGO: Edgewater Beach Hotel

BOSTON: Hotel Somerset

NEW YORK CITY: Ritz Tower Hotel

CLEVELAND: Hotel Cleveland



**Fits 5 Makes of
freight car brakes.
Reduces inventory:
costs less. Used by
leading roads.**

CORLEY CO., Inc.
1 Exchange Pl. Jersey City, N. J.



Here's how we

SAVE ON RAILS
BUY "GUARANTEED RELAYERS"



Handle more cars better — spend less to install and maintain with Relayers from Foster. "Open-stock" shipments from Foster warehouses, all sections 12# thru 175# — plus Switch Materials and Track Equipment items.

Send catalogs Rails Track Equipment
 Send Free 'Track Maintenance' Book R.A.-5

RAILS - TRACK EQUIPMENT - PIPE - PILING

LB FOSTER CO.
PITTSBURGH 30 NEW YORK 7
CHICAGO 4 HOUSTON 2 LOS ANGELES 5

ty to eliminate the problems as they arise. Recently, a very large shipper told me that it had not been uncommon for it to take over a month for his equipment requirements to reach the person doing the assigning. We need closer cooperation between departments and more authority delegated to officers on the ground, whether they be superintendents or freight agents. Every day the rails lose thousands upon thousands of tons of traffic for two reasons—a reluctance to reduce rates where competition is either threatened or established; and a general policy of locking the barn after the horse is stolen.

Certainly experience has demon-

strated that after motor truck service is established, mere rate reduction will not recapture the traffic. I know of an instance where some 35,000 tons of paper per year were lost to the railroads because of this "too little too late" philosophy, or what seems to me to be a policy of "retain the rate structure and lose the business." I'm quite aware that there are minima below which we cannot legally or economically go. But experience has proved that many rates rejected because they were "non-compensatory" could today be producing much needed revenue.

The railroad industry is generally woefully short of rate men who will

construct rates which will move the traffic. We are still tied to too many so-called "yardsticks." Furthermore, time and time again we reject shippers' requests for wider rate application, improved service, or certain transit privileges which would in themselves have little or no effect on our costs and in the end result would retain the traffic on the rails.

ROBERT G. BOOTH

Australia Appreciates Railways

SYDNEY, AUSTRALIA

TO THE EDITOR:

Please accept my sincere thanks for your kind gesture in making available to me a list of U.S. railway manufacturers, whom it is possible will be interested in this Australian market.

A wholesale demand for quick delivery of equipment could eventuate here, especially if national standardization of railway gage is authorized.

Naturally, we are pushing that issue as hard as possible in our own publication, and—which may sound peculiar—in our senior publication, *Truck and Bus Transportation*.

This nation—although it is about the size of the U.S., and has a population spread throughout equal only to that of New York—cannot afford the luxury of road and rail competition. All but irresponsible trucking elements concur that railways are best suited for the mass internal movement of freight, which the trucking companies would feed at suitable points.

Those of us who understand railways lament the fact that, when the American army had a big say in the internal transport of this country during the height of the Japanese War, it did not exert its prerogative under the exigencies of the time and effect gage standardization, the lack of which they so vocally condemned.

In a town called Townsville on the tropic eastern coast there is a hill behind the town, which cuts off the trade winds and causes extremely hot conditions in that city. This hill is quite colossal, being in fact 999 ft 6 in. high (6 in. short of earning the title 'mountain' in our topographical nomenclature). The American army quite seriously proposed to remove that hill to secure relief from the heat. Compared with this job, standardizing our railways would have been incidental.

The railway-minded people here also lament the fact that the American army did not supplement the then ailing Australian system with a large influx of new equipment, for it would have hastened the rehabilitation of our railways, which are now in a transitional stage from European to American prototype and practice. As Australia soon squared its lend-lease debt it wouldn't have cost the U.S. a cent.

F. SHENNEN
Managing Editor
Railway Transportation



DIFFERENTIAL PRODUCTS INCLUDE:

Locomotives, mine cars, mine supply cars, rock laries, mantrip cars, air dump cars, dumping devices and complete haulage systems.

Over a quarter century ago the first (and original) double-trunnion dump car was placed in service by Differential on the L & N. Sound engineering and careful workmanship were such that this car is still in service—still earning money for its owners.

Such details as hardened, self-lubricating pins in door mechanisms, rolled steel weldments instead of castings (making repairs easier when repairs are necessary)—these are examples of details that put Differential in the lead more than 25 years ago—and keep it there!

Send for Bulletin 56 and get more information on this pioneering air dump car.

DIFFERENTIAL STEEL CAR COMPANY
FINDLAY, OHIO
SINCE 1915 — PIONEERS IN HAULAGE EQUIPMENT

COMITTEE FOR THE
RAILROAD COMPANY
Signed

Reduce speed -
bridge under
corrosion

work

**STOP
RUST**

RUST-OLEUM

Always an operating hazard—and a constant drain on the maintenance budget—rust is a doubly dangerous enemy now when it is difficult to obtain metal replacements.

RUST-OLEUM stops rust effectively—is the practical answer to many railroad rust problems. Its tough, pliable, rust-resisting film gives excellent protection to bridges, rolling stock, metal buildings, signal equipment, tanks and many other rustable metal surfaces.

CUT YOUR MAINTENANCE COSTS

RUST-OLEUM cuts maintenance costs in two ways. (1) It prevents rust on new rustable metal surfaces so that costly replacements can be deferred longer than previously could be expected. (2) Because RUST-OLEUM can be applied even over metal already rusted—usually without sandblasting or the use of chemical rust removers—it saves many, many man hours. Write for your copy of the *NEW RUST-OLEUM Railroad Catalog*.

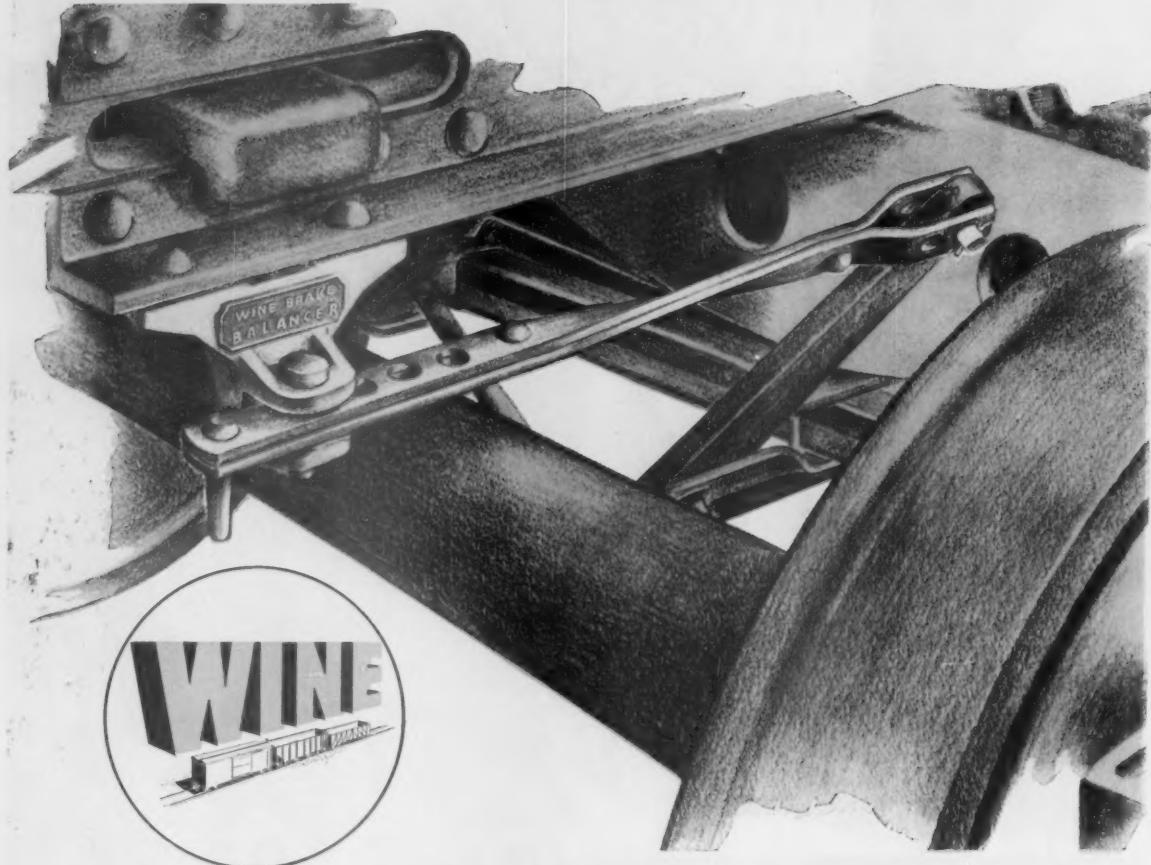
RUST-OLEUM CORPORATION
2594 Oakton Street, Evanston, Illinois

"Rigid economy, Mon!"

RUST-OLEUM
Rust Preventive Paint
R. 769
Damp-Proof Red Primer (SO)

Available
in colors,
and aluminum

EQUALIZE BRAKE FORCES..



BRAKE BALANCERS

**Eliminate truck distortion . . .
Greatly reduce maintenance . . .**

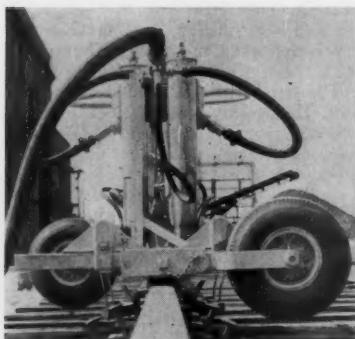
Development of the Wine Brake Balancer has proved the solution to unbalanced braking forces that develop with the conventional truck brake arrangement.

The Wine Brake Balancer replaces the standard dead lever connector and eliminates the necessity of the dead lever connector bracket on the truck bolster.

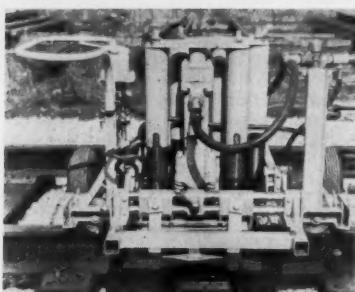
Instead, the Wine Brake Balancer has brackets secured to the center sill flange at each end of the car, and connectors extend from these brackets to the dead levers on the truck. This arrangement "balances" the brake forces by returning them to the under-frame of the car. This simple, yet rugged design meets all service requirements on any capacity car. Write for complete details.

THE WINE RAILWAY APPLIANCE CO., TOLEDO 9, OHIO

What's New in Products



SPIKES are straightened and positioned by magnetized positioner for . . .



DRIVING with two heavy-duty pneumatic hammers which act simultaneously.

Dual Spike Driver

A new spike driver, the Racor Dual Driver DD-4, automatically positions and drives two line spikes simultaneously. In operation, one man on a spike carriage distributes the spikes directly from the keg by placing them loosely in the spike holes of the tie plate. The new driver, operated by one man, automatically positions the spikes with the aid of two magnetized positioners which raises the spikes and holds them in a vertical position directly in line with two heavy-duty pneumatic hammers which are mounted on the machine. Exact positioning is done by the machine operator who uses one spike as guide.

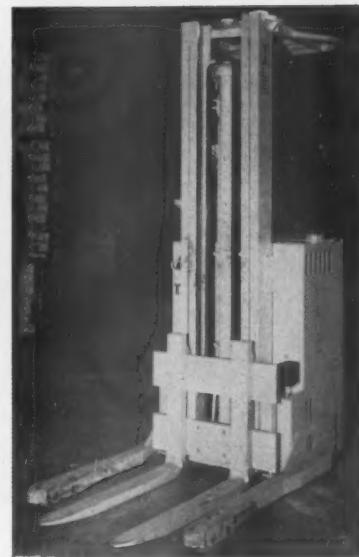
Operation of a single control handle then releases the two pneumatic hammers, thus driving the spikes. Release of the control handle returns the hammers to non-driving position for movement to the next set of spikes where the previous operation is repeated. The machine is equipped with two rubber-tired outrigger wheels which aid in easy removal from the track. It has been reported that the use of this ma-

chine will substantially reduce the number of men employed in spiking operations. *Ramapo Ajax Division, American Brake Shoe Company, 109 North Wabash ave., Chicago 2* •

New IBM Calculator

"A commercially available transistorized" calculator, the type 608, has been announced for early 1956 availability. Use of transistors, printed circuits, etc., reduces the computer unit size about 50%, and is claimed to decrease power consumption by 90%, compared with IBM's 604 or 607 calculators.

The 608 can handle "problems of greater size and complexity" than the 604 or 607. The calculating punch unit is said to process 155 cards per minute, about 50% more than the 607; storage capacity is "twice" that of the 607. *International Business Machines Corporation, 590 Madison ave., New York* •



Electric Lift Truck

The 4,000-lb Warehouser can stack 2-ton lifts to heights of 147-in. in a 6-ft aisle. Heavier channel and fork construction give the Model RSAT-4 a capacity greater than earlier Warehouser models with only small increases in overall dimensions. The short length and light weight make it possible to use this Warehouser where low floor capacity and elevators are factors. Good operator visibility is obtained on this battery-powered truck because only a single lift cylinder is used.

Standard models of the RSAT-4 are available in 68-, 83- and 90-in. overall heights with telescopic lifts to 90, 120 and 134 in., respectively. A number of versatile attachments are available, also trucks rated at 2,000 and 3,000 lb. *Yale Materials Handling Division, Yale & Towne Manufacturing Co., 11000 Roosevelt Blvd., Philadelphia 15* •



Timetable Rack

A convenient method of visible filing for timetables can be built in any maintenance or business shop by using Masonite "peg-board" panels, into which are fitted metal racks. When moved away from the wall, the back also may be used for this visible filing, as may the perforated Preswood panels at the sides. Two shelves inside provide handy storage for larger reference material in bound form. *Business Service Bureau, Masonite Corporation, 111 West Washington st., Chicago 2* •

High-Voltage High-Bay Lamp

This unit, a 750-watt high-voltage lamp using an R-52 bulb, has been designed for high-bay industrial areas. It is intended to serve as a companion to the manufacturer's 500-watt high-voltage unit.

The lamp, utilizing 230-250 volt electrical systems, has been designed

More New Products

to reduce lighting maintenance costs to a minimum. It is said to provide general lighting for steel mills, foundries, welding shops or railroad shops. Relatively little dust and dirt can collect on the bulb's bottom surface through which the light is emitted, according to the manufacturer.

The lamp has Mogul screw mechanical bases and collector grids over the filaments. Maximum overall length is 11 1/4 in., it has 2,000-hr life and is utilized in the base-up burning position. *General Electric Company, Nela Park, Cleveland 12* •

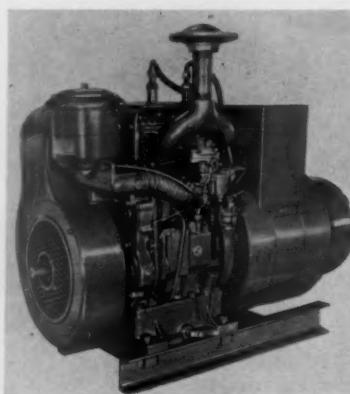


Switch Plate Lubricant

Grafett is the name of a newly developed liquid surface conditioner and lubricant for switch plates. The manufacturer states that it dries in a few minutes, and that it will not absorb dirt, grit or other abrasive materials that destroy the lubricating properties of ordinary grease or oil. One coating of Grafett is said to last for weeks under normal conditions. Extremes in temperature are said to have no effect on life or lubricating qualities. Neither is Grafett affected by salt brine. It will not be washed away by heavy rainfall.

The surface to be lubricated with Grafett should be clean and dry. Before the first application, the plate should be washed with a solvent, then burned with a gasoline or oxyacety-

lene torch. Charred material should be removed with a wire brush. Once the surface is cleaned and Grafett is applied, it is said that subsequent applications can be made after just sweeping or brushing the plates to remove loose dust and grit. *Ohio Brass Company, Mansfield, Ohio* •



Electric Generators

Designated the 102 Series, these 5,500-watt a-c electric plants feature small size for their capacity, measuring only 37 in. overall and 29 in. in height, with weight of less than 500 lb.

Changes in design include a modern generator and simplified controls. The manufacturer states that fuel consumption is very low for the 2-cylinder, 4-cycle air-cooled gasoline engine. The units are offered in all needed voltages and are available with manual controls, electric starting or remote control. *Universal Motor Company, 532 Universal Drive, Oshkosh, Wis.* •

Diesel Torque-Converter Railway Crane

The 250-ton railway crane powered with a diesel torque-converter unit is an addition to this builder's line which previously included heavy-duty dieselelectric and steam cranes. The power plant consists of General Motors Twin 6-71 diesel engines, driving through a Twin-Disc torque converter, and developing 350 bhp. Either of the engines can be used independently to perform all crane functions including handling rated loads at reduced speed. Fuel savings can be effected by using only one engine for light loads.

Battery charging generators and starting motor are provided for each engine. Each engine has a heating unit that can be operated with outside power or from a Kohler light plant on the crane. Each diesel has an auxiliary air compressor with sufficient capacity to supply air for normal operation.

A larger compressor, coupled to the drive shaft with an air clutch, can

supply sufficient air to permit the crane to operate as a switcher.

The crane is built with six-wheel equalized trucks using clasp brakes operated by both straight and automatic air. One truck is equipped with a handbrake. The crane is built either as a self-propelling or non-propelling unit. The self-propelled crane is driven by a combination of spur and bevel gearing. This drive can be disengaged by a pinion shifter from outside the car body, when the crane is traveling in a train.

The car body is a welded structural unit. Heavy-duty, cast-steel center and end outriggers are provided. An all-steel cab encloses the machinery and the operator's station. Power is transmitted from the torque-converter through a chain drive to air-actuated clutches.

In addition to the main and auxiliary hoists, a whip hoist drum can be provided. The swing machinery is driven by spur gears from a second clutch shaft. It is operated by an air-actuated friction clutch driving through a combination of worm, spur and bevel gear reductions. In case of an air failure, brakes on all driving shafts set automatically.

The rated lifting capacity of 250 tons is at a radius of 17 ft 6 in. The unit was designed to provide high capacity with safety, dependability and operating ease. *Bucyrus-Erie Company, South Milwaukee* •

Rust Inhibitive Protective Coating

Totrust Instant Dry Metal Coat is said to provide positive rust control. One coat penetrates and stops rust and dries in less than 5 min to a durable, ready-for-use coating. It can be used as a one-coat primer finish or as a rust preventive undercoat. Having high chemical resistance, it can be used on rusted or damp metal surfaces, painted or unpainted, indoors or outdoors, including aluminum and galvanized sheets.

The coating is manufactured in red, zinc, chromate, wrought iron black and stainless-steel colors and is available in drums, 5-gal, gal, qt, and half pints. *Wilbur & Williams Co., 130 Lincoln st., Boston 35* •

Diesel-Fueling Arrangement

An application for ball and swing joints at diesel-locomotive-fueling stations permits the elimination of fueling hoses. The piping arrangement gives an entirely mechanical fueling set-up consisting of two types of swing joints, two aluminum ball joints, a valve and a counterbalance, together with the required lengths of pipe. *Barca Manufacturing Company, Barrington, Ill.* •

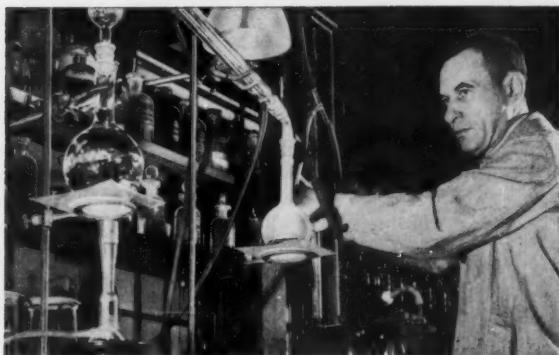
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Three Famous **FRISCO** Passenger Trains!



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✓ **GOOD LABORATORY CONTROL**—Max Herzog, Engineer of Tests for the St. Louis-San Francisco Railway, supervises periodic check-ups of fuel, oil and water samples . . . to prevent trouble before it starts.



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harnesses diesels with **OKONITE-OKOPRENE**



Mounting Okonite-Okoprene diesel wire in this wire harness sub-assembly saves labor for the Atlantic Coast Line. It eliminates the need for pulling individual wires through the diesel engine conduit system.

type DEL wiring

The Atlantic Coast Line Railroad, in keeping with its modernization program, selected a service-proved cable—Okonite-Okoprene type DEL—to harness its diesel locomotives. Service experience has proved that heat, moisture, mechanical abuse and oil—the main causes of damage to diesel circuits—have little or no effect on this cable's composite wall insulation and sheath.

Heat-resistant Okonite insulation, compounded with natural Up-River Fine Para rubber, provides time-tested mechanical toughness and electrical strength. The Okoprene sheath, a neoprene compound made to Okonite's own formula, is highly resistant to diesel lubricants and mechanical wear. Firmly bonded together by vulcanization in a metal mold, Okonite-Okoprene is the longest-lived diesel electric locomotive wire.

In addition to diesel wiring, Okonite-Okoprene is used on over 100 other Class 1 railroads for yard wiring, signal circuits and car wire. For complete information on Okonite railroad wires and cables, write for Bulletin RA1078 to The Okonite Company, Passaic, New Jersey.



OKONITE SINCE 1878 **insulated cables**

239E

Enough of the Right Cars— Case of the BAR

As predicted by this paper, the increase in car loadings has created a "tight situation" in freight cars—which, the authorities say, are at the "no surplus" stage. It appears that the railroads have again got themselves close to a position of not being able to handle promptly the traffic offered to them.

There is no easy solution to the problem of having available enough cars for the railroads comfortably to handle the traffic offered in times of prosperity. One reason is that railroads are accorded the status of a "standby" facility by many shippers.

Another reason for the short supply of freight cars certainly lies in the inadequate earnings of the railroad industry in general, and in the extreme poverty of certain members of it.

It is a dangerous state of affairs when an industry in a highly competitive field finds itself, as a whole, incapable of gearing its plant to prosperity. In a day when common carriers get no protection from competition whatever, provision by them of cars enough to handle *all* demands is an unfair obligation and an imprudent expectation. But possession of enough cars to absorb reasonable and expected increases in desirable, competitive traffic is a business necessity.

The action of a small railroad furnishes an interesting case history. The factors involved are, to be sure, not commonly found. Nor is it suggested that the particular solution is suitable for widespread application. The point made is only that the railroad went "all out" to gear itself for the business obtainable—courageously, and successfully.

The Bangor & Aroostook operates about 600 route miles of railroad in northern Maine. Few cars terminate on its lines. Its traffic consists largely of potatoes, pulpwood and paper. The first-named traffic requires refrigerated and/or insulated box cars for heated movement. The last-named requires Class A box cars.

In less than eight years this railroad has acquired (besides 48 diesel locomotives and five lightweight passenger cars) a total of 950 new box cars (including 450 insulated) and 1,200 new refrigerator cars. It says it is now the second largest

railroad operator-owner of insulated cars in the country. This is quite an undertaking for a railroad which had operating revenues of \$12.2 million in 1954.

To build up a fleet of this stature, the BAR resorted both to leasing arrangements and to equipment trust debt. President Curtis M. Hutchins, in a recent appearance before the New York security analysts, made no secret of the fact that his railroad is presently committed to heavy equipment repayments—amounting to more than \$1.9 million this year. "The most reasonable question for you to ask is: Why did our comparatively small railroad commit itself to such payments, and how can we meet them?"

Mr. Hutchins replied to his first question: "The reasons they were incurred were: (1) to give us the efficiency that we needed to stay alive in an age of steadily rising costs; and (2) to provide the service we need to protect our revenues."

After the war the BAR frequently found itself in a position "where we could not furnish cars for our customers, who consequently, and quite naturally, turned to trucks."

The job of remedying this situation took money the road didn't have. "When we lacked the cash to make normal down-payments, we used credit instead, and in lieu of the down-payment, we designed our financing agreements so as to make greater than normal periodic payments for the first five years so that our creditors would be in the same position at the end of the fifth year that they would have been in had we used the conventional Philadelphia Plan arrangement.

"In order to accumulate the cash to make these accelerated payments during the first five years of the equipment, we planned to depend on the tax savings resulting from our accelerated amortization. In fact, we agreed not only that our tax benefits would be used for repayments, but we agreed in writing and made it a part of our trust agreements. Because it has been so agreed, the Interstate Commerce Commission has approved its inclusion, prior to net, in our income statement."

Last month Mr. Hutchins reported that he believes the road has completed its major freight car program. He feels no complacency, however, for he added: "It is conceivable that expanding production by paper mills on our line may require the purchase of some special purpose equipment, and it is equally conceivable that changing technological factors in railroad equipment may also require some additional outlay."



MAIN DINING ROOM of one of the "City of Los Angeles" diners. From the foyer at the end are stairs to the dome dining room and the passage along the private dining room, pantry and kitchen.

"Domeliners" Get Dome Diners

ACF Industries builds diners and sleepers with aluminum bodies for Union Pacific transcontinental service

Dome dining cars are now serving the passengers of the Union Pacific's "City of Los Angeles" and "City of Portland." These cars were recently delivered from the St. Charles plant of ACF Industries, Inc. The UP, first operator of a dome diner in regular service, has now added ten more. Four lunch-counter diners and 16 sleeping cars are also part of these deliveries. The 10 dome coaches and 15 dome observation cars that went into service earlier were described in the April 11 *Railway Age*.

An early user of aluminum in coaches, the UP has again utilized this material for the superstructure of its new cars. ACF built the aluminum bodies over low-alloy high-tensile steel underframes. Union Pacific is the owner of the only aluminum dome cars and the only complete dome diners in service.

All the diners and sleepers have center sills fabricated with two AAR 36.2-lb Z-sections. The sill of the dome diner is interrupted by the dome section which has a special center sill and reinforced side sills. Part of the buffing load is transferred to these side sills by the floor structure at each end of the dome. Framing and sheathing above the floor are almost entirely of aluminum alloys. Only the end posts, the dome frame and a few other structural members are low-alloy steel.

The dome diner has dining rooms on the three floor levels.

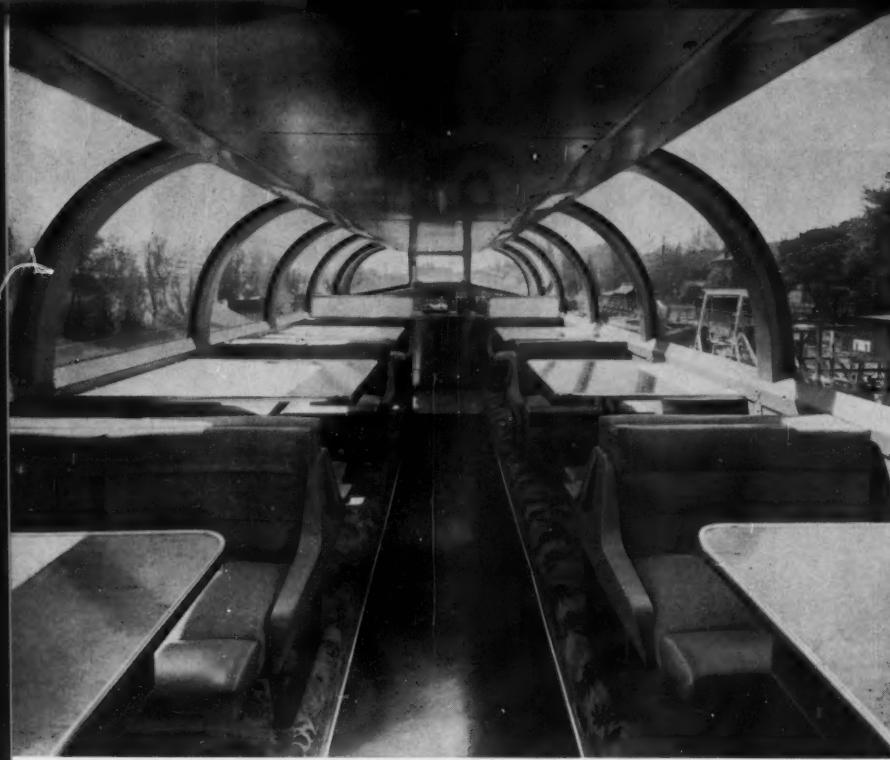
The main dining room seating 18 at round tables

is on the regular floor level. In the dome is dining space for 18 in spacious booths. Under the dome is the reserve dining room for 10 passengers. This room is intended for private parties. Its furnishings and decoration give it an exclusive atmosphere which is highlighted with golden tableware. "City of Portland" diner decorations use Northwest and Rose City motifs. Moviemaking and the Southwest set the decorative theme of the "City of Los Angeles" cars.

The kitchen and pantries of the cars are also located on the three levels. On the conventional level at the end opposite the main dining room is the kitchen. It has a Stearns range and broiler which burn Presto-logs. The meat refrigerator in the kitchen and the two refrigerators in the main pantry have Carbofreeze dry ice refrigeration. An Angelo Colonna fully automatic dishwasher is part of the kitchen equipment.

Sharing the depressed dome section with the reserve dining room is the pantry which serves both the reserve and main dining sections. In addition to two refrigerators, this pantry has glass and silverware sinks and an Angelo Colonna two-shelf air-operated dumb waiter on which orders are moved to the dome pantry. The kitchen and main pantry have stainless steel floors, walls, ceiling and equipment. The finish of the small dome pantry blends with that of the dome dining room since it is only separated by a low glass partition.

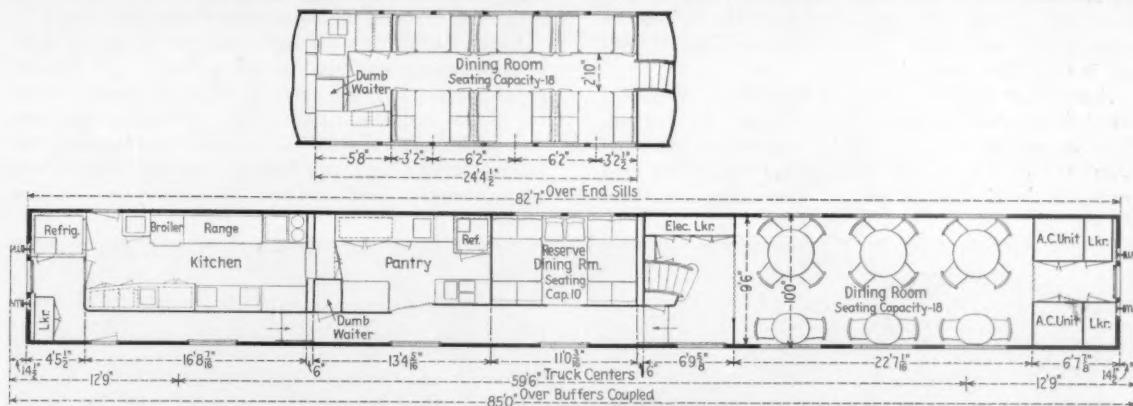
Sturtevant 1,300-cfm intake and exhaust fans move air



DOME DINING ROOM allows passengers to look over standard roof, 13 ft 6 in. above rail. Overall dome height is 15 ft 10 in. Pantry at end blends into room.



RESERVE DINING ROOM can be closed off by doors and pull drapes.



DECORATIVE TREATMENT — Dome Diners — 10 Cars

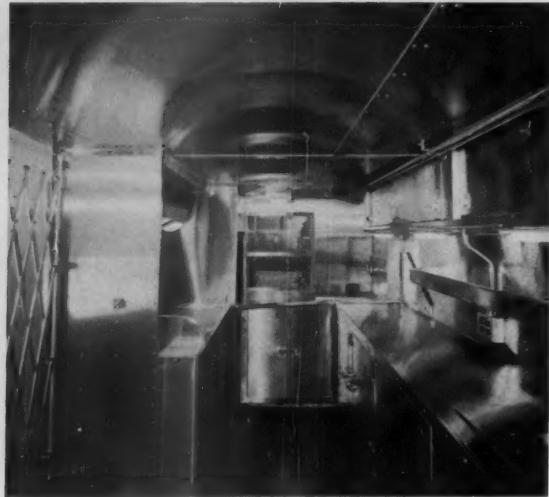
Location	Material	City of Los Angeles 5 Cars	City of Portland 5 Cars	Location	Material	City of Los Angeles 5 Cars	City of Portland 5 Cars
MAIN DINING ROOM AND DOME PASSAGEWAY:							
Floor	Carpet	Palm frond	3-Tone gray	DOME DINING ROOM (Continued)			
Walls: Passageway	Formica, paint	Beige	Gray	Walls and ceiling	Paint	Brier rose	Green
Dining room	Paint	Desert sand	Green	Seat upholstery	Leather	Rose beige	Brown
End partition	Formica	Spruce	Charcoal	Pantry partition	Frosted glass		
Ceiling	Paint	Suntone	Old ivory				
Window sills	Formica	Cocoa	Spruce				
Blinds	Da-Lite Venetian	Beige	Old ivory				
Drapery	Fabric	Spruce	Natural				
Chair upholstery	Leather	Terra cotta	Ivory				
Fixtures and trim	Satin aluminum						
DOME DINING ROOM:							
Floor: Pantry	Mosaic tile	Beige tan	Light gray	Floor	Carpet	Gold	Red
Under tables	Carpet	Palm frond	3-Tone gray	Walls	Formica, paint	Green with white	White with rose
Stairs and aisle	Carpet	Dark green	Red	Ceiling	Paint	Sand	White
				Partition windows	Etched glass	Green	White
				Window sills	Formica	Pine green	White
				Blinds	Fabric	Gold	Red
				Drapery	Fabric	White	Charcoal
				Chair upholstery	Leather		
				Fixtures and trim	Bronze		



THE OPENING through the end of the kitchen connects with the main pantry under the dome. At the right beyond the counter-height refrigerator is the automatic dishwasher.

through the kitchen. The remainder of the car is air conditioned with two floor-mounted 8-ton Safety air conditioning units. One unit cools the main and reserve dining rooms, and the second cools the dome. Control of the dome unit is responsive to direct sunshine as well as conventional thermostats. Vapor automatic Unizone heating is used throughout the car.

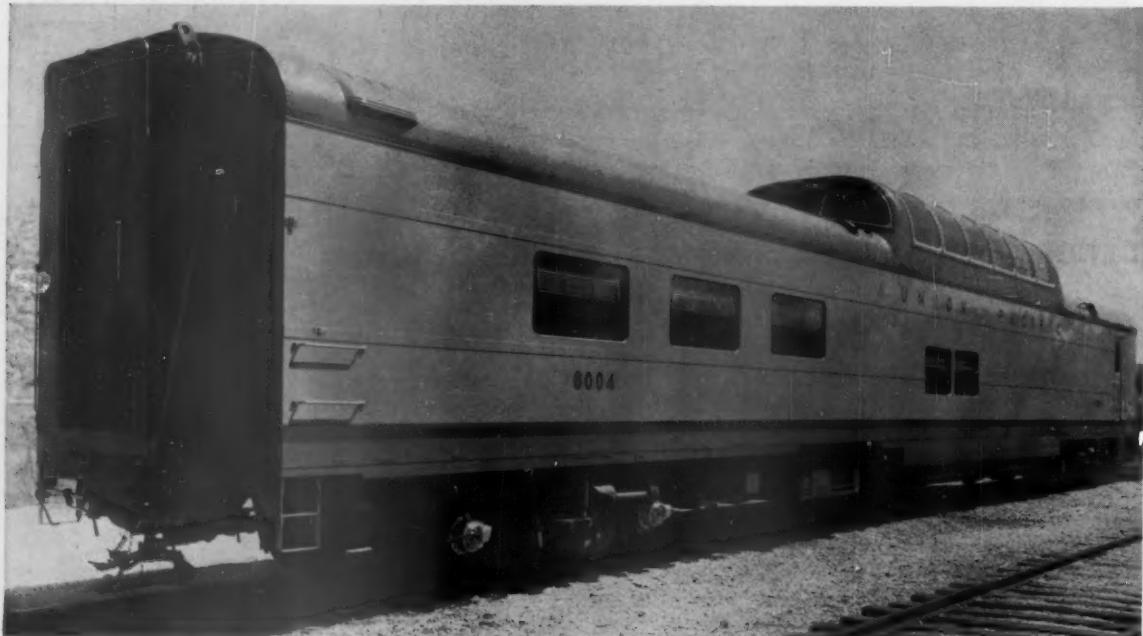
Dome diner power is generated by a 27-kw Waukesha diesel Enginator, which produces 32-volt d-c current. Batteries on the car are used for engine starting only. Luminator 32-volt incandescent lighting fixtures are used mainly in the kitchen and pantry. The dining areas have



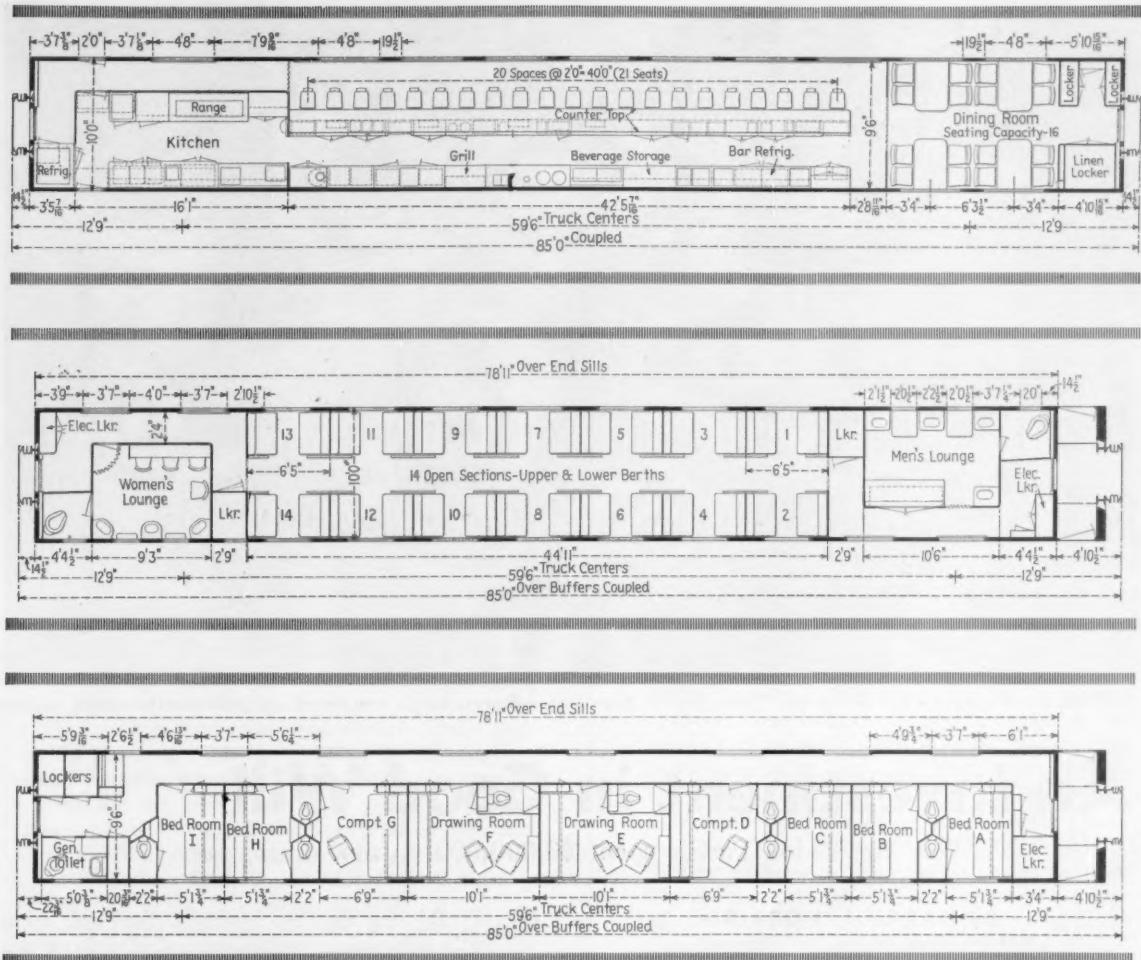
MAIN PANTRY under the dome is stainless steel as is the kitchen beyond the service opening. To the left of this opening is the dumb waiter that serves the dome pantry.

110-volt a-c fluorescent lighting. The motors on the air conditioning and kitchen equipment are also 32-volt. Two motor alternators generating 110 volts a-c are supplied for fluorescent lighting and the intercommunicating equipment between the dome pantry and the kitchen.

Union Pacific cars are equipped with a 32-volt trainline for emergency lighting and a 64-volt trainline for electropneumatic brake control. All the diners and sleepers in this order also have trainlines for the telephone and public address systems. Also included are the four lunch-counter diners, two bedroom-compartment-drawing room sleepers, and fourteen 14-open-section sleepers.



FIRST ALUMINUM-BODIED dome diners, these UP cars have a seating capacity of 46. The aluminum superstructure is riveted and lockbolted. Underframe and some body members are low-alloy steel.



These non-dome cars have the conventional AAR profile.

The two room sleepers have 5 bedrooms, 2 compartments and 2 drawing rooms. These cars and the 14-open-section cars have conventional sleeping accommodations. They are air-conditioned with 8-ton Safety overhead units. Power is generated by Safety 25-kw body-hung generators with Spicer drive. Exide 1,176-amp-hr batteries and 32-volt incandescent lighting are used. The lunch-counter diners have the same generating equipment, but are cooled with Frigidaire 8-ton electromechanical equipment.

The Lunch-Counter Cars

The four lunch-counter diners seat 21 at the counter in the center of the car and 16 at four tables in the dining room at one end. The equipment in the kitchen at the opposite end of the car is similar to that used in the dome diners and was supplied by the same builders. Under the counter and opposite it is a variety of food-service equipment designed to facilitate the rapid meal service for which these cars are being built. Air distribution is through Pyle-National multivent diffusers.

The Northwest motif is used for the decorations of the lunch-counter cars. Attractive aluminum grills over low

partitions separate the counter section from the dining area. The dining room carpet is green, and the counter area has a gray vinyl floor covering. Wall and partition finish carries out the Northwest theme with a combination of green tones. Ceiling is painted an off-white. All seating has gray beige leather upholstery. Gray Formica tops the stainless-steel lunch counter.

Externally every car receives the standard UP color scheme of yellow, gray, red and tan using DuPont finishes. Lettering and striping is reflectorized with Minnesota Mining Scotchlite. All cars have four-wheel, GSC all-coil spring trucks with outside swing hangers. Dome diners have 6½ by 12-in. Hyatt roller bearings; other cars have 6 by 11-in. Hyatts. All trucks use Budd disc brakes and Westinghouse Decelostats. New York Air Brake supplied the HSC air brake equipment which includes electropneumatic control.

CAR WEIGHTS (Lb)

	Body	Trucks	Total
Dome Diner	127,055	43,920	170,975
14-Section Sleeper	103,820	39,400	143,220
Room Sleeper	109,590	39,740	149,330
Lunch-Counter Diner	105,920*	39,000*	144,920*

*Estimated



IN THE MAIN dining room of the new Union Pacific Astra Dome diners, meals are served on pink-covered round tables.

An Investment in Good Will

Why the Union Pacific spent \$3,000,000 on new dining cars

By **HARRY I. NORRIS**
Manager, Dining Car and Hotel Department
Union Pacific

Last year, American railroads lost \$35,000,000 on dining car operations. The Union Pacific was no exception.

This year, the Union Pacific is spending more than \$3,000,000 to build and equip ten revolutionary new dome diners. We haven't cut any corners either.

Each dining car will cost the railroad approximately \$300,000. Portable equipment—such as linens, china, silverware, glassware and uniforms—will cost another \$23,000 for each car. And the minute these dining cars are put into service, we'll start losing money on them. The more meals we serve, the more money we'll lose.

Sounds crazy? Maybe it does, but the Union Pacific doesn't think so. We consider these new diners a sound investment—an investment in goodwill.

Our dining cars are, after all, our show window for displaying our best services to the public. If that show window is to be worth its salt, the service and equipment must be the best and the latest. They must set a trend for others to follow.

Our new "Astra Dome" cars, we believe, are something entirely new in the history of railroad food operations. Each car will have three separate levels of service.

The dome section will allow travelers to have their meals without missing a minute of sightseeing. What we hope to provide is the exhilaration of dining under the

open sky while the landscape races past. Gold table linens will set the color scheme for this sun-bathed dining room. Our china, silverware and glassware have been chosen with equal care to complete a harmonizing picture.

The main dining room will serve meals at pink-covered round tables instead of the conventional rectangular wall-supported tables. All our table appointments have been selected to add to the club-like atmosphere.

In smaller quarters, for secluded meal service, there will be a private dining room with green table linens and massive dinnerware.

For the ten cars, we have spent more than \$100,000 on table linens alone. Silverware, especially made in the Union Pacific's own pattern by the International Silver Company, has cost us more than \$65,000. Uniforms for 250 employees, including changes, have cost about \$44,000. Nearly \$8,000 has been spent for china and glassware.

We don't consider this spending reckless. Not at all. We have noticed recently that our dining car patrons seem to be paying increasingly more attention to the kind of service they are getting—to the surroundings in which a meal is served, as well as the way it is cooked. Maybe they would like to return to the kind of gracious living that began to disappear with World War I.

The comfort and luxury of our new cars is a far cry from the ornate, Victorian service we had in the gas-lit dining cars of the early 1900's.

There were only a few dining cars on each railroad at

first. Only one or two important trains on each line had them. I remember the first ones that were manned by Union Pacific employees. They were very old wooden cars, bought from an Eastern railroad which was selling surplus equipment. Refrigeration and water-piping were primitive. There was little ventilation for employees. The conditions would hardly meet the health standards that are required today in every public eating place.

In the early days, because of low wages and low food costs, dining cars didn't lose much money. Later, as more trains were added and more dining cars built for transcontinental routes, our operating costs increased. So did salaries and the cost of supplies and equipment.

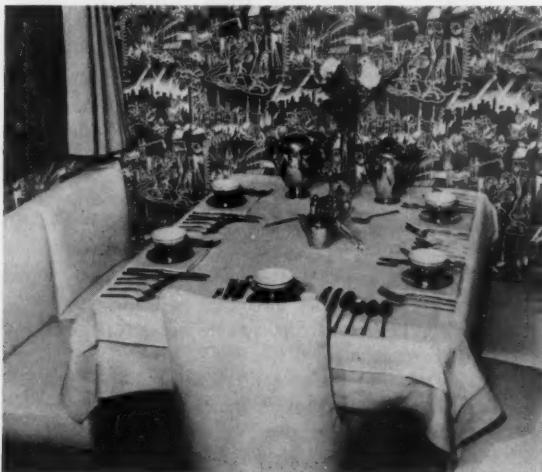
In 1912, the Union Pacific launched its first steel dining cars at a cost of \$19,000 each, including equipment. They were considered the last word in modern equipment, too. Each car could seat thirty diners at one time and the service was luxurious.

Each car was equipped with a silverplated duck press. A full supply of individual chafing dishes, egg-boilers and percolators assured even the most finicky passenger that his breakfast would be done to his taste. Gracious dining aboard our trains in those days was on a par with any hotel or club.

We could afford this kind of service because traffic was light and the cost of food and labor was low. During World War I, prices shot up—and so did the number of people who traveled. Railroads were forced to change their approach to passenger meal service. Since then, there has been no reduction in cost. On the contrary, costs have continued to rise, making efficiency much more important than elegance.

Just the same, we have tried to keep meal service standards high. There is a potential loss in every meal served on any dining car. There is practically no such thing as a "break-even" point. The more customers we have, the more money we'll lose. On the books, it may look pretty sad—but the hundreds of letters we receive each month prove to us that the public appreciates good dining car service at a fair price. So we keep right on spending money for dining cars.

We think we're smart to do it!



IN THE RESERVE dining section under the dome dining room, special attention is paid to the silver service designed exclusively for Union Pacific. Table linens are green.

Benchmarks

and Yardsticks

ALMOST EVERY DAY some new proposal comes along for further extension of government activity. Some idea pops up which seems praiseworthy and, because government—national or local—is organized everywhere, somebody always suggests that one more job be given government to do. Why?

Where should voluntary activity leave off and government take over? Wouldn't it be helpful for the average alert citizen to have in mind some principle that he could apply to such cases? When there's no principle to go by, of course, such decisions are made by whim. And whims differ between different people—and between the same people at different times. Decisions made by whim are not usually as satisfactory as those made according to principle, especially when the principle has been well thought out and thoroughly discussed.

There are a couple of good books—not too long or complex—which shed a lot of light on this problem. One is quite recent ("Government—an Ideal Concept," by Leonard R. Read, published by the Foundation for Economic Education at Irvington, N.Y.). The other came out in 1950 ("The Economic Role of the State," by William A. Orton, published by the University of Chicago Press).

The authors are not too far apart in their conclusions, although Mr. Orton would perhaps concede somewhat more activity to government than Mr. Read. But both authors see that government's really legitimate function is the application of systematic and legalized coercion. Unless the situation is one where somebody needs to be "inhibited, repelled, restrained and penalized"—then what's the use of giving the job to government to do?

And what other principle than this is there, or can there be, for limiting government to its proper sphere? If government is to be allowed to take on any kind of job whatever—just because it is convenient or advantageous to somebody that this be done—then that is the same as no limitation at all. Acting on this lack of principle, government can and does get into practically anything. It could take over everything.

Applying this principle (as your reporter had been doing for a long time before he read the able books of Messrs. Read and Orton), it is hard to find any excuse for a lot of government activity that is commonly accepted. Certainly government provision of long-haul transportation facilities cannot be justified under this principle. And, by a logical extension of this principle, the Santa Fe people will be found on strong ground in their courageous and lonely opposition to the union shop, in the face of the unpopularity of the "no bills."

J.G.L.



OFFICERS AND GUEST SPEAKER at the convention were: W. W. Pulham, superintendent of communications, D&RGW; A. E. DeMattei, superintendent of communications, SP; J. W. Corbett, vice-president, system operations, SP; R. A. Hendrie, general superintendent communications, MP, chairman, Communications Section; and A. H. Grothmann, secretary, Communications Section.

COMMUNICATIONS MEN LEARN . . .

Automation Is Here

KEYNOTE OF THE MEETING

—By Chairman R. A. Hendrie

“Automation, in communications, means the automatic transmission of intelligence from one point to another. The Teletype or the Intrafax are forms of automation. But we have only seen the beginning. The automatic transmission of information by punched cards is here today, and its growth on the railroads will mushroom, the same as train radio or other new devices, just as soon as its economies are proven to management.

“Instead of large accounting centers of hundreds of employees, you will find electronic machines manned by a few employees, turning out volumes of information, accounts and statistics from all points on the railroad, covering just about all the information that is required to operate a railroad efficiently and economically.

“This is coming to your railroad and mine, and it will be our job to provide the circuits over which the information can be transmitted from various points to headquarters. We must be prepared to accept this automation and provide the facilities for handling it.”

INTENSIVE RESEARCH NEEDED

—Says J. W. Corbett

“The great advancements achieved in the past are not enough for the future. The pace of research in all phases of railroading must be stepped up. Progress in other transportation fields, some directly competitive with us, or supplemental to us, has been spectacular. We must be vigorous and imaginative, and also spectacular, if we are to keep up front in the transportation industry,” stated the vice-president-operations, Southern Pacific.

“The railroad communications field is taking on more

AAR Communications Section meeting in San Francisco hears about new applications of television, microwave, walkie-talkies, transistors, and intercity dial phones

and more importance in accelerating railroad service, and may soon give us developments undreamed of a few years ago. The increasing demands for information and processed data make it highly desirable that your research develops new means and systems for centralization of data to be processed by electronic brain and memory machines. Such rapid finger-tip control of great masses of information would be of inestimable value in the processing of payroll figures, inventory and purchasing records, accounting data and freight car information, and reports dealing with railroad operations.

“There is a need for low cost industrial television, including the possible application of a narrow-band, still-picture type of viewing that would permit centralized viewing of railroad train and yard operations. Further development and application of telemetering and telephone carrier systems would allow for further centralization of dispatching.”

TELEVISION AIDS OPERATIONS

—Research Committee Reports

Several railroads are considering industrial television (ITV) for the following purposes:

- Car checking and car inspection in yards
- Mechanical inspection of trains en route
- Viewing entire yards, remote areas or portions where view is obstructed
- Observation of traffic conditions at passenger stations and highway crossings
- Facilitating movement of locomotives from main tracks and lead tracks to engine facilities
- OS trains in one direction to yard office distant from main line
- Terminal and freighthouse operation.

A paper read by M. A. Williams, western region sales manager of Philco Corporation, described a typical ITV installation. "Let us consider the cost of an installation for freight classification yard surveillance using two cameras. In this case, we have two monitors, one located in the switch tower at one end of the yard, and one in the yardmaster's office at the opposite end of the yard. The yard is approximately one mile in length with a camera at each end. Cost of equipment is \$7,500, including cameras, monitors, control equipment and repeater amplifiers. Cost of cables is \$1,500, approximately 1,300 ft being used. Cost of utilization is \$3,000 and the cost of supplemental light for night operation is \$2,000. Total cost of equipment and installation is \$14,000. Maintenance can be estimated at \$1,700 per year."

Mr. Williams said that for \$2,500 a portable outfit could be secured. It could be moved around and tested in several locations under different conditions to find out where to use TV and for what purposes. He urged railroads not to invest in big systems until they know what they want.

MICROWAVE HAS COME OF AGE

—Reports L. R. Thomas

"Microwave is capable of supplying reliable and economical communication service. However, it must be laid out properly, installed with plenty of operating margin, and each individual hop, over each section of terrain, must be considered separately."

Mr. Thomas, electronics engineer of the Santa Fe, attended a microwave symposium at the Petroleum Industry Electrical Association meeting in Houston, Tex., in April. Members of the microwave symposium "were unanimous in their opinion that microwave installations are providing service as reliable or, in some cases, more reliable than that over existing pole lines. This is at maintenance costs which are, in most cases, less than maintenance of the pole line and its associated carrier equipment."

Requirement specifications for microwave equipment and systems were presented by Committee 4, Radio & Allied Communications, and were accepted for submission to letter ballot for inclusion in the manual. This means that microwave has "come of age" so that the equipment must now meet specifications of the AAR Communications Section.

DISCUSSION ON CABOOSE RADIO

—By Five-Man Panel

"Fixed radio versus walkie-talkies on cabooses" was the subject of a panel discussion by five railroad men, with questions from the floor following brief statements from each panel member. Moderator was C. O. Ellis, general superintendent communications of the Rock Island. Panel members were: L. E. Verbarg, superintendent of communications, MP; T. W. Wigton, assistant general superintendent communications department, CB&Q; L. R. Thomas, electronics engineer, AT&SF; C. J. Nelson, assistant superintendent of communications-engineering, CRI&P; and J. R. Smith, assistant to vice-president-communications, Southern.

L. E. Verbarg: After a two-year pilot operation of radio in Louisiana and Arkansas, the MP obtained con-

clusions from such operation as the basis for its present system, using standard radio equipment on locomotives and cabooses. Radio in railroad operation is a definite asset in point-to-train, end-to-end and train-to-train communication. A definite advantage is obtained if the radio on the locomotive and caboose are similar in equipment, range and general characteristics. The walkie-talkie has a definite place; not primary, but as a portable unit.

T. W. Wigton: You must weigh the importance of end-to-end communication with its cost. A good idea is to keep the price down. The Burlington now is installing full radio on cabooses as they are now assigned. Three years ago we equipped 350 cabooses with antennas on the cupolas with coaxial antenna leads to the conductor's seat in the cupola. We purchased 150 walkie-talkies and scattered them about several division points. The walkie-talkie operation was successful; however, their operation was over a straight railroad with relatively light curves and grades. The engineer very seldom needs to call a caboose, so loudspeaker calling in the caboose is not too important.

L. R. Thomas: The type of service determines what radio equipment will be installed on the cabooses. The full radio on the caboose provides loudspeaker calling and a 30-watt set. Walkie-talkies are one-watt sets, and you have no loudspeaker calling. The conductor is in charge of the train, and therefore should be available at all times. A standard radio in the cabooses fulfills this requirement because the conductor can be contacted by other trains, his locomotive, and wayside stations. The standard radio provides better communications in mountains and in curve territory. Maintenance is less when the caboose and locomotive radio are the same.

The disadvantage of the standard radio is that it is not portable. Walkie-talkies are portable, and when on cabooses are helpful when setting out cars, especially for local and branch line trains. The walkie-talkie doesn't give solid communication on long trains over curve and tunnel territory. The most desirable system is standard radio on cabooses with dry-battery walkie-talkies for portable use as on the Santa Fe.

C. J. Nelson: The Rock Island has 225 cabooses equipped for walkie-talkies using wet batteries. We have 25 charging points. Cabooses are now pooled, but were assigned. Clerks recharge the batteries and check the water at the charging points where conductors pick up and turn in sets. So far we have low walkie-talkie maintenance. The RI has sufficient service with walkie-talkies for end-to-end and portable use on the ground.

J. R. Smith: The Southern tested the use of handset radio (walkie-talkies) on cabooses with high power sets on locomotives. Tests were made with various equipments and antennas over various territories. Results were: (1) any handset radio on a caboose had continuous communication with the locomotive if the train was not over 100 car lengths; (2) short battery life, not continuous operation—therefore the engineer called only at a predetermined time or blew the whistle to let the conductor know he was being called; (3) for train-to-train and train-to-fixed point, the handset radio provided less communication than with the high power radio (locomotive had to relay conductor's messages to land stations); and (4) to secure maximum benefits you must have solid communications end-to-end.

It is essential on long freight trains to have high power

radio sets on cabooses and locomotives. You can use handset radio for intermediate communication, especially have a handset radio for the head brakeman and one for the rear brakeman or conductor. Handset radios are most valuable when cutting a crossing, setting out cars, during derailment, etc. The Southern has handset radio in the locomotives and cabooses on all through freight trains, as well as high power radio sets on each. The use of handset radio cuts down delays, saves train hours and improves operations, and is, therefore, justified. High power radio for front-to-rear is justified with trains of 150-200 cars or more. For local freight train service, a handset radio on a caboose may provide reasonable service with the locomotive's high power radio, and if the intermittent handset radio use is satisfactory.

E. H. Musgrove (D&RGW): The Rio Grande has walkie-talkies with no external battery power on the caboose, using dry battery operation. A poll of transportation people showed they want to retain the walkie-talkies as portable packsets, for use on the ground. They would like a separate amplifier with a speaker as a regular caboose installation, which would accomplish loud-speaker calling, with walkie-talkies on cabooses. They would rather have the partial loss of contact than to pay the greater cost for a high power radio.

C. O. Ellis: We had to equip a large number of assigned cabooses, so money was a factor. Walkie-talkies do a good job. About 98 per cent of the conversations start in the caboose. Maintenance costs are not out of line. If Rock Island conductors had a choice of either walkie-talkies or a big set, they would take the packsets. Eventually the Rock Island will have both on the cabooses. If you want full coverage all the time, you have to use the big set.

L. E. Verbarg: With walkie-talkies only on the caboose, removing them leaves the caboose without radio. On the MP it costs \$2 to have radio on each train moving between division points, therefore it costs \$1 for caboose radio.

H. H. Hasselbacher (CB&Q): You can't compare one railroad with another, or even one operating division with another on the same railroad. You must make allowances for variations. Communications department men have two duties: (1) to provide solid communications; and (2) to give management the particular form of communications to meet their requirements, financially as well as to type of equipment and method of operation for the particular territory involved.

OTHER NEW DEVELOPMENTS

—Outlined in Addresses and Reports

"The mass production of transistors is moving forward," stated D. E. Noble, vice-president, communications and electronics division, Motorola, Inc. The transistor is capable of remarkably low power, low voltage operation, is small in size and completely free from microphonics, and stable in terms of both vibration and impact. He also emphasized its promising long-life characteristics, which together with these other advantages foreshadow applications of transistors to portable and mobile radio equipment. "The ultimate perfection and refinement of the transistor gives promise of practical equipment design at acceptable costs which will

achieve new standards of reliability of operation, low power consumption and freedom from maintenance."

Methods and equipment for Conelrad radio alert warnings in case of emergency (such as A-bomb attack) were discussed in an informational report. When such radio alert warnings are broadcast, railroad radio usage is to be cut to a minimum, and identification of railroads or trains is to be omitted where possible. Railroads that have railroad radio are to give Conelrad messages to all trains over their railroad radio.

The Southern Pacific's intercity automatic dial telephone system linking San Francisco, Los Angeles, Sacramento, San Diego, Yuma, Ariz., and Klamath Falls, Ore., was described in a paper by J. W. Brannin, electronics engineer. The T&NO has inaugurated a similar system which will ultimately provide long-distance intercity dialing all the way from Houston and New Orleans to the Pacific coast terminals. The paths for this new service have been provided by the installation of carrier systems operating up to 150 kc.

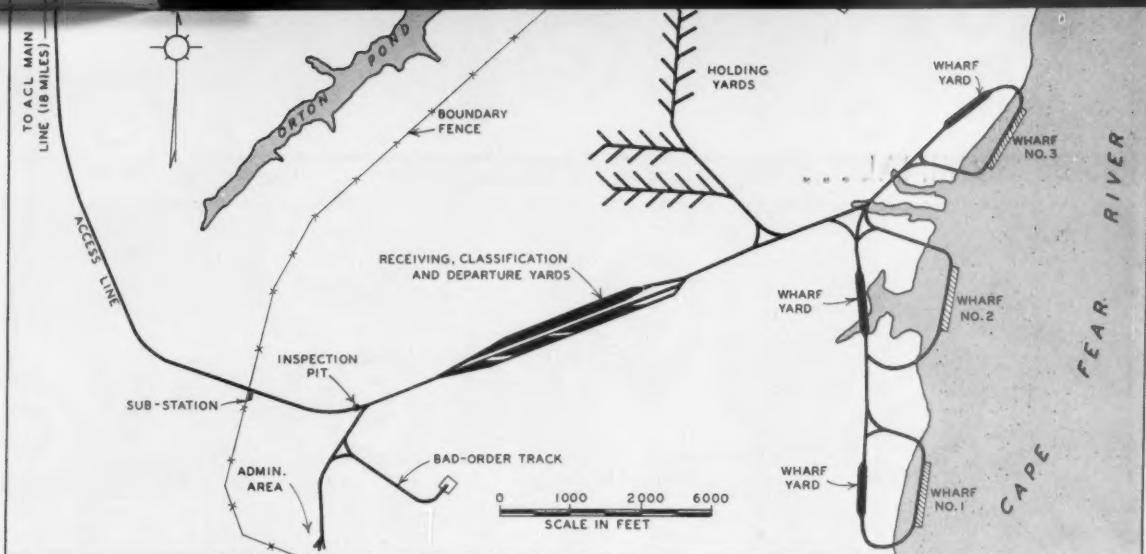
"Miniatrization achieves important space economy" in carrier equipment, stated T. B. Collins, Jr., division manager, Automatic Electric Sales Corporation, in a paper. The use of transistors, printed wiring, miniaturization and plug-in unitized construction in communications carrier equipment provide the customer with equipment that is not only lower priced and superior to previous versions, but also has the advantages of greater compactness and flexibility of arrangement and reduced maintenance problems.

Aluminum Conductors

"With a high availability of aluminum and a short supply of copper, plus the fact that the price of copper is rising and the price of aluminum is falling, aluminum will be the metal of the electrical industry with extensive use as a communications conductor for carrier circuits," predicted E. W. Greenfield, head of the electrical engineering section of Kaiser Aluminum & Chemical Corp. Aluminum is relatively plentiful in the earth, especially as compared to copper. At present there are three kinds of aluminum conductors: an all aluminum type; aluminum conductor with steel reinforcing (ACSR); and an aluminum alloy type. The aluminum alloy, according to Dr. Greenfield, is more economical than copper for communication carrier circuits.

In a paper on the Santa Fe's mechanized car accounting and reporting system, L. R. Thomas, electronics engineer, said that after approximately two years, "the system is operating as originally intended and there have been only a few minor changes made. This is true of the equipment in the car accountant's machine room as well as in the Teletype equipment and telegraph circuits which were established for the operation.

"In this case it was not necessary to make elaborate expenditures for communications facilities, since Teletype and carrier equipment could be added to existing plant at a minimum cost, and being of the same type of equipment that was already in service is being maintained by the same personnel that originally maintained the communications facilities" (See *Railway Age*, December 21, 1954, page 37). In discussion, Mr. Thomas said that it takes about six months to train personnel to operate the system.



TERMINAL LAYOUT, covering 10,000 acres, incorporates over 50 miles of trackage inside its bounds. In addition to complete yard facilities, a diesel shop, car repair track and railroad office building are included.

FOR AMMUNITION DEPOT . . .

New 72-Mile Rail System

Complete yard, inspection and locomotive-servicing facilities are included in line designed for handling rail-ship transfers of explosives

Reminiscent of the pioneer days of a century ago, and a rather unusual development in USA—1955, is the building of an all-new railroad in North Carolina.

The 72-mile, self-contained system, which is expected to go into operation soon, will serve the Sunny Point Army Ammunition Loading Terminal at Sunny Point, N.C. The terminal is connected to the Atlantic Coast Line's main line at Leland, N.C., some 18 miles distant, by an access railroad. Facilities on the access line include an interchange yard at the ACL connection and two passing tracks, each of 75 cars capacity.

Inside the terminal the railroad embodies over 50 miles of trackage, including receiving, classification and departure yards, hold yards, and "bad order" tracks.

Other railroad facilities include a fueling station with three 15,000-gal diesel-oil-storage tanks and the necessary piping and pumps for fueling locomotives; a locomotive shed with a capacity of four engines for maintenance of motive power; and locomotive storage tracks. A special railroad office building provides about 6,000 sq ft of space for personnel. Also included are various sections and car-repair tool houses and smaller offices.

Terminal for Rail-Ship Transfers

The terminal, built at a cost of \$22 million and covering 10,000 acres, is designed for handling ammunition transfers between the rails and ocean-going vessels. Situ-

BUILDING ACCESS LINES . . .

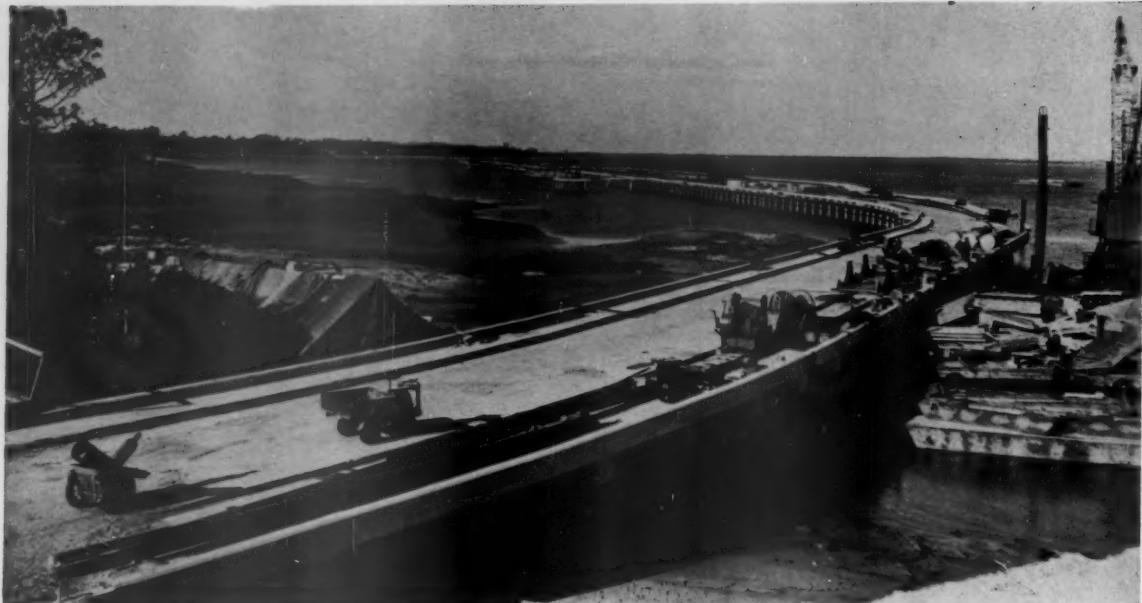


OPEN-DECK trestles, totaling 1,200 ft in length, were built at three stream crossings on access line.



LAYING of 100-lb rail for the 18-mile access line was handled by a Burro crane and mechanized equipment.

INSIDE TERMINAL . . .



WHARVES and approach trestles are constructed with reinforced concrete decks supported on concrete piling. Each wharf is served by a track and a truck roadway.



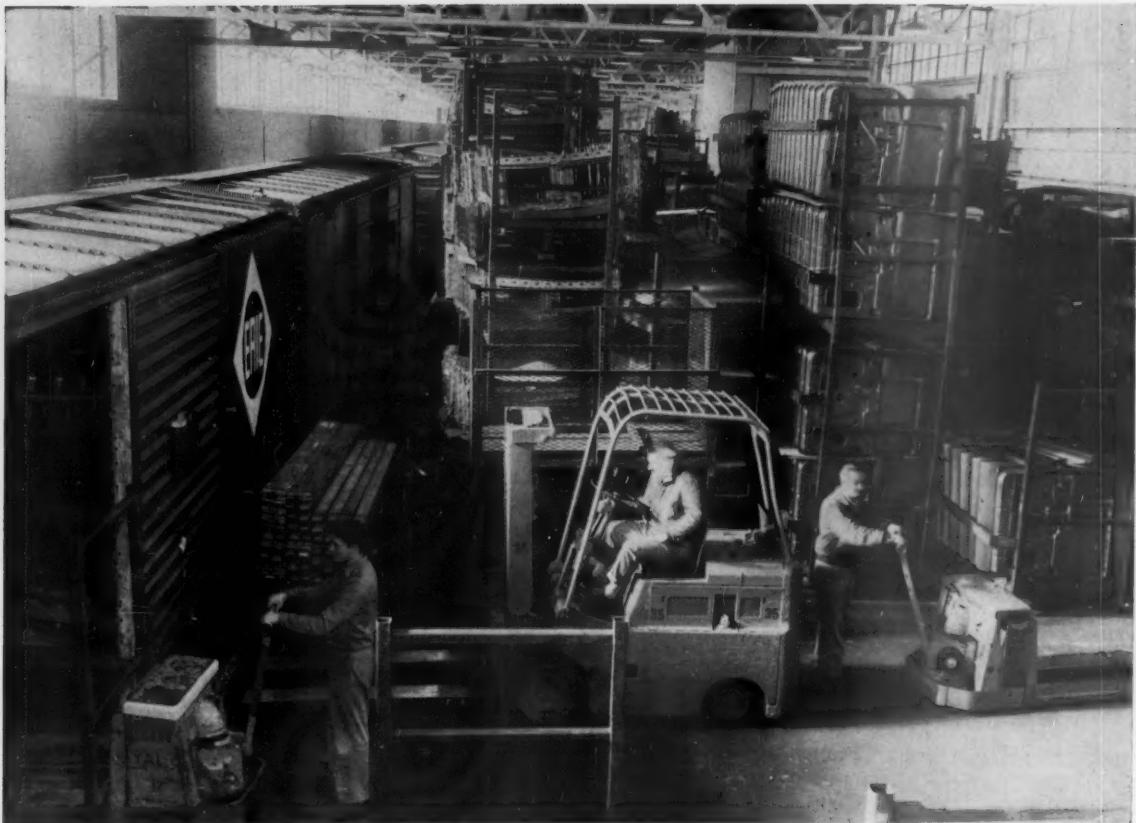
YARDS, like the receiving yard shown here, are separated by earth barri-
cades (left) to reduce damage in case of explosion of ammunition cars.

ated on the west side of the Cape Fear river, 15 miles below Wilmington, N.C., the terminal provides three wharves, each capable of handling two ships under normal conditions or three ships under emergency conditions.

Each of the wharves is served by a railroad track and a truck roadway. The wharves, 1,967 by 87 ft, include approach trestles with reinforced concrete decks supported on concrete piling. To permit vessels to navigate, the river was dredged to provide a channel and turning basin, 34 ft deep, opposite the wharves. Approximately 18 million cubic yards of spoil were taken from

the river during this operation and deposited in diked areas.

The terminal will be operated by the Army Transportation Corps, under the direction of the New York Port of Embarkation. The access railroad was built by William A. Smith Construction Company, Houston, Tex., and the railroad within the terminal was constructed by the T. F. Scholes Construction Company, Reading, Pa. The terminal was designed and built under the direction of the Wilmington District Corps of Engineers, in cooperation with Robert & Co., architects-engineers of Atlanta, Ga.



OUT OF THE CAR—ON THE LINE. Erie service for the General Motors export plant at Bloomfield, N. J., makes the railroad part of a long-distance assembly line. It's a sample of today's . . .

Precision Transportation by Rail

The handling of automobile parts, with intercity movements timed to fit a final assembly-line operation, is a demanding transportation job for any carrier. When it involves 6,000 carloads a year into the assembly plant—as it does with the Erie at Bloomfield, N.J.—a railroad can provide nothing less than precision service.

The Erie serves a General Motors export boxing plant and a large parts warehouse at Bloomfield. In the boxing plant, unassembled parts for Chevrolet, Pontiac, Oldsmobile and Buick automobiles and Chevrolet and G.M.C. trucks, as well as Cadillac body parts, are crated for shipment to General Motors plants overseas. These parts arrive at Bloomfield, are processed and boxed on an assembly line basis, and then move by rail to shipside at nearby Weehawken. Except for this latter movement, the Erie operation is quite similar to the assembly-line service that railroads provide for automobile plants in many parts of the country. It shows that rail carriers can provide any service required to meet the exacting demands of modern industry.

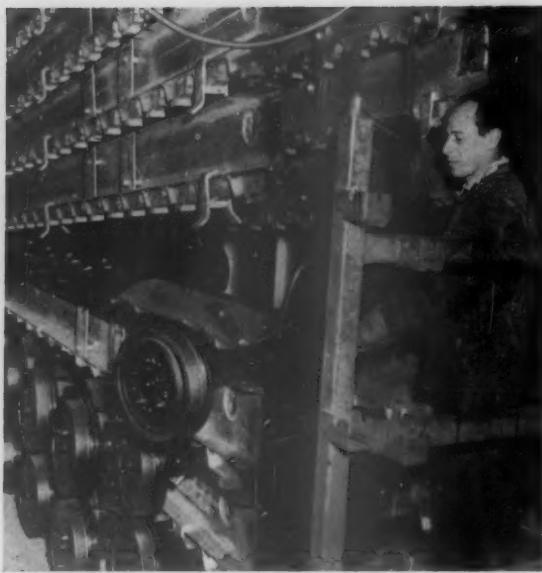
Erie success with the Bloomfield operation hinges on timing. Inbound auto parts come from all sections of the country.

The division freight agent at nearby Newark receives Teletyped passing reports on all cars destined to Bloomfield, and works closely with the plant traffic manager in protecting plant requirements. Major switching moves to spot cars at the plant are made three times a day at 7 a.m. and 12:45 and 4:30 p.m.

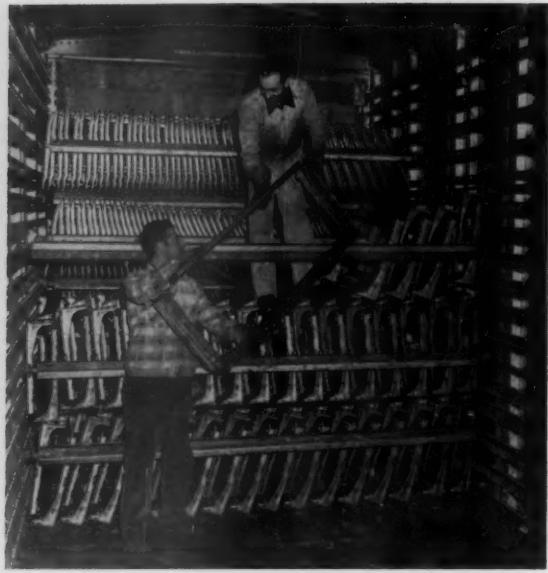
Special cars for the Bloomfield plant are ordered by number the day prior to arrival at Jersey City yards. These cars are then placed on a special car movement list, and the list is furnished to the chief dispatcher and yardmaster at Bloomfield. The yard forces at Croxton also receive a copy of the list so they can advise the chief dispatcher when cars arrive. He, in turn, protects the road movement from Jersey City yards to Bloomfield, providing on-time placement of cars.

Switching crews are assigned to Bloomfield yard around the clock, and when additional switching service is required in the plant from time to time, this service is performed by the crew in the vicinity. Orders for service are relayed directly from the plant traffic manager to the yardmaster at Bloomfield yard.

The superintendent at Jersey City and the trainmasters maintain constant supervision over crews, train move-



AUTOMOBILE AXLES arrive from Buffalo, N.Y., in "racked" box designed for this specific movement. General Motors engineers helped design fittings in these cars.



TIERED and locked loading helps assure safe arrival of frame parts. These special cars play an important role in preventing loss and damage during shipping.



LARGE TRUCK PARTS are handled in cars which allow each unit to rest in its own crib. The Erie provides specially designed cars such as these.



PARTS CAN BE FED out of box cars direct to the assembly line boxing operation. This crating job is scientific too. Parts for 24 vehicles can be packed in 22 boxes.

ments and yard switching operations, both at Croxton and Bloomfield, to see that cars are promptly moved through the yards and placed on schedule. They also coordinate movement of road trains over the division to assure on-time arrival.

Close supervision of car movements, empty as well as loaded, is maintained by the superintendent's office and is an essential part of the picture. Many of the box cars in this Bloomfield operation are equipped specially for the service. As shown in the illustrations this equipment includes special "nesting" racks for specific parts—axles, frame sections, fenders and the like. These premium

cars are a big factor in the constant fight against loss and damage. It is true, of course, that many conventional cars are also used in the service since many auto parts are adaptable to pallet loading.

Continuous experiments have produced a variety of loading patterns at origin plants. Wide use is made of mechanical loading devices such as fork lifts, hand-operated trucks, power-driven trucks and overhead swinging cranes. Unloading of cars at Bloomfield follows the same mechanical pattern. The outbound shipments to Weehawken, which move in open top cars, are handled for the most part with overhead cranes.

Equipment & Supplies

(Continued from page 16)
cars; 75 70-ton covered hopper cars; and 25 50-ton flat cars. The flat cars will be built in the Katy's Denison, Tex., shops.

The 300 cars recently ordered by the **Virginian** from its own shops (*Railway Age*, June 6, page 7), will be 70-ton hopper cars, not covered hopper cars.

LOCOMOTIVES

The **Norfolk & Portsmouth Belt Line** has ordered five 1,200-hp road-switching diesel units from the Electro-Motive Division of General Motors Corporation. The units are part of 15 to be purchased to eliminate steam power on the N&PBL by the end of 1956. Cost of the 15 diesels and necessary facilities is expected to exceed \$1,750,000. The road now owns 23 steam locomotives.

New Facilities

Rains Hampering Work on Santa Fe Dallas Line

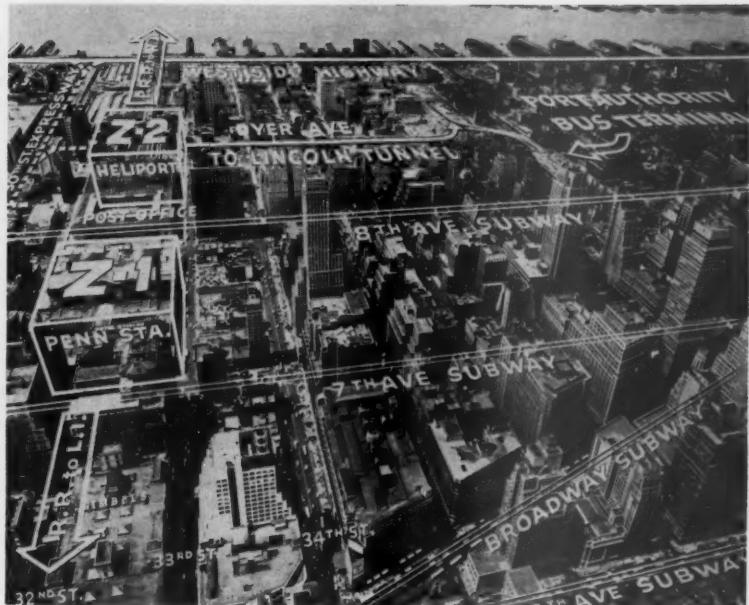
Anxious to meet the December 31 deadline set by the Interstate Commerce Commission, the Santa Fe has stepped up the pace of construction of its new \$7-million line into Dallas, Tex. (*Railway Age*, September 27, 1954, page 8; September 6, page 57).

A "progress report" issued June 2 indicated that, despite wet weather, work is about on schedule. President F. G. Gurley reports that it had been proceeding smoothly until recent rains, and that contractors expect to make up delays.

So far, some two miles of track have been laid near Dalton Junction north of Denton and the roadbed has been completed to MP 4. Fencing is about 60% complete; grading, hampered by rain, about 25%; concrete drain boxes, 60%; pipe culverts, 35%. Heavy grading at highway overpasses is finished, as are bridge piers at several points.

New PRR Station Is Planned for New York

Plans for construction of a new Pennsylvania Station in New York, and a huge building over the station, were announced last week by James M. Symes, PRR president, and William Zeckendorf, president of Webb & Knapp. The two men signed an agreement giving the realty firm terms for



WORLD'S LARGEST BUILDING, to be called the "Palace of Progress," will be built over a new Pennsylvania Station in New York City if Webb & Knapp, realty firm, exercises a one-year option agreed to last week. The "Palace," Z-1 in the photograph (which was taken atop the Empire State Building looking west), will be built without interrupting the 689 trains using the station each day. Basic segments will be suspended from massive girders rooted between the tracks below ground level. It is hoped construction can begin in 1956 and be completed in early 1958.

purchase of rights for building above the ground level.

The station, according to the announcement, will be completely modernized and rebuilt, with all its facilities below street level. Access to and from the street will be provided by moving stairways and vehicular ramps.

Mr. Zeckendorf said he plans to build above the station the world's largest structure, which will house an international merchandise mart and a permanent world's fair. Total cost of the superimposed building will exceed \$100,000,000. The option for purchase of rights to build above the ground level runs for one year and covers the nine acres between Seventh and Eighth avenues and 31st to 33rd streets, said to be the largest single block of commercial property on Manhattan Island. When the option is exercised, it will be an entirely separate transaction from the recent purchase by Webb & Knapp of the open-track area from Ninth to Tenth avenues, also between 31st and 33rd streets (*Railway Age*, May 2, page 68).

Under the agreement, when the option is exercised the PRR will receive about \$30,000,000 for the rights above street level between Seventh and Eighth avenues, the area of the station. About

Various municipal problems, such as increasing traffic in an already overcrowded area, might result from existence of the "Palace," it was agreed. A suggestion by Sidney H. Bingham, executive director of the city's Transit Authority, that a spur from the Seventh Avenue subway be extended along West 33rd street to Tenth and Eleventh avenues, around the area to be developed, was cited as a possible solution to one type of problem.

Z-2 indicates property recently acquired from the PRR by Webb & Knapp in a separate transaction.

\$13,000,000 of this will be used by the road for reconstructing the station.

The station will not only be in "the most modern decor," Mr. Symes said, "but for convenience, comfort and efficiency in operation will be unsurpassed in the world. . . The new terminal, with the structure of Mr. Zeckendorf's tremendous conception above it, will become, I am sure, the cornerstone for the whole redevelopment of the [New York] midtown west side area."

Canada to Help Finance New Lines

The Canadian government will ask the federal Parliament to appropriate approximately \$2.5 million toward construction of new railroad lines designed to open up hitherto undeveloped areas in the provinces of Quebec and British Columbia.

Quebec—The Quebec project involves a line to be built by the Canadian National across the northern part of the province between St. Felicien and Beattyville, connecting at both points with existing CNR lines. The project would be divided into three

sections—one between St. Felicien and Lake Cache; one between Lake Cache and Chibougamau; and one between Lake Cache and Beattyville. It would tie in with a line between Beattyville and Chibougamau, for construction of which the CNR awarded two contracts last November (*Railway Age*, November 22, 1954, page 29).

British Columbia—The other project for which federal aid is proposed is the first 50 miles of the Pacific Great Eastern's extension northward from Prince George, B.C., to help in development of the area's timber resources.

Three RRs and Coal Firm Cooperate on Coal Pipe Line

Three major railroads are cooperating with a leading coal producer to construct a 108-mile coal pipe line costing between \$9 million and \$10 million, as briefly announced on page 5 of last week's *Railway Age*.

Companies involved are the Pennsylvania, the New York Central, the New York, Chicago & St. Louis and the Pittsburgh Consolidation Coal Company. The pipe line will carry coal from a Georgetown, Ohio, mine to the Eastlake plant of the Cleveland Electric Illuminating Company near Cleveland. The facility reportedly will have a minimum annual capacity of 1,200,000 tons of coal.

James M. Symes, PRR president, said his railroad was cooperating in the project because "we are in the transportation business and this is a new transportation development that promises to pay its own way. Both the supplier and purchaser in this transaction are good customers of the three railroads concerned."

By participating in the project, Mr. Symes pointed out, "we stand to gain in several ways: We will get an intimate working knowledge of the progress and problems of development of transportation of coal dust by pipe line, both engineering and economic; we will help increase potential output of what should continue to be the world's largest coal mine, and which has in the past and will continue to be a large shipper by rail; and we will retain our position as transportation agencies delivering fuel to Cleveland Electric Illuminating.

"The unusual features which promise an economic success for this undertaking," he concluded, "include a concentrated source for large quantities of fine coal suitable for pipe line transportation and a single consumer with sufficient demand to contract for a continuous supply over a period of years."

Baltimore & Ohio—Has ordered from the General Railway Signal Company equipment for installation of an all-relay interlocking plant at Hamburg street, Baltimore.

Chesapeake & Ohio—Capacity of the C&O Hospital at Clifton Forge,

Va., has been increased from 150 to 225, by the opening of a \$1-million addition.

Detroit, Toledo & Ironton—A new station will be built at Washington Court House, Ohio. It will be an Armco prefabricated steel building with aluminized exterior; will cost an estimated \$42,000, and will be completed about October 1. Some 7.8 miles of second main track on the Dearborn branch will be retired through installation of spring switches at both ends and at one passing siding, with operation by signal indication. Company forces are handling track and signal work. The project will cost about \$118,000 and will be completed about September 1. A 10-span pile trestle at St. Johns, Ohio, will be replaced with three lines of 10-ft multi-plate culvert. The work, by company forces, will be completed about August 1 at a cost of \$39,000. A similar undertaking at Bever will be completed about November 15 at a cost of \$26,000.

Illinois Terminal—To permit operation on trackage of the Pennsylvania for about 1½ miles at Morton, Ill., the IT is building two connecting tracks at a cost of \$150,000. The grading contract has been let to the McDougal-Hartman Company, Peoria. Track and signal work will be undertaken by company forces. The project will enable the IT to bypass trackage now in the streets of Morton.

Louisville & Nashville—Some 27 bridges at various locations are being rebuilt or otherwise improved at a total cost of \$648,866. A lead track to serve industries near Pace Junction, Fla., is being built at a cost of about

\$100,000, as is a new lead track with main-line wye connection near Varnons, Ala. (\$250,954). Additional water fog protection in machine and erecting shops, blacksmith, coach and paint shops at Kayne yard, Nashville, will cost \$35,600. Rearrangement of trackage and other facilities there will cost \$147,402. An underpass is being built at Hill street, Louisville, at a cost of \$143,500, while three new yard tracks and a runaround track to facilitate switching at Louisville will cost \$41,400.

Nashville, Chattanooga & St. Louis—This road has applied to the ICC for authority to construct a four-mile industrial spur from a connection with the main line of the Western & Atlantic, which the NC&StL operates under lease from the state of Georgia, at Chattanooga, Tenn., and running along the city line.

Rock Island—Automatic switching equipment is being installed in the hump yard at Silvis, Ill., by the Federal Telephone & Radio Co. and by railroad forces at a cost of \$285,000. A new bridge will be built over the Rock river at Colona, Ill., at a cost of about \$34,000. Contracts for this work have not been let. The bridge will consist of four 39-ft spans.

Three new oil-fired package type watertube boilers will replace present coal-fired boilers at La Salle Street station, Chicago. The Merchants Steel & Supply Company will remove present boilers, and necessary building remodeling will be handled by the Ellington-Miller Company. The new boilers will be furnished and installed by the D. J. McAllister Boiler Works while the Davis Construction Company will build oil storage and unloading facil-



LOCAL AGENTS and station service representatives of the Southern Pacific and its subsidiaries gathered in San Francisco recently for a two-day conference on damage prevention and freighthouse operation. Panel discussion groups clarified such topics as

yard office operation, work simplification, piggyback, industrial development, revenue forecasting, freight platform and office operation, and similar subjects. Speaking as this picture was taken was A. S. McCann, superintendent, Western division.



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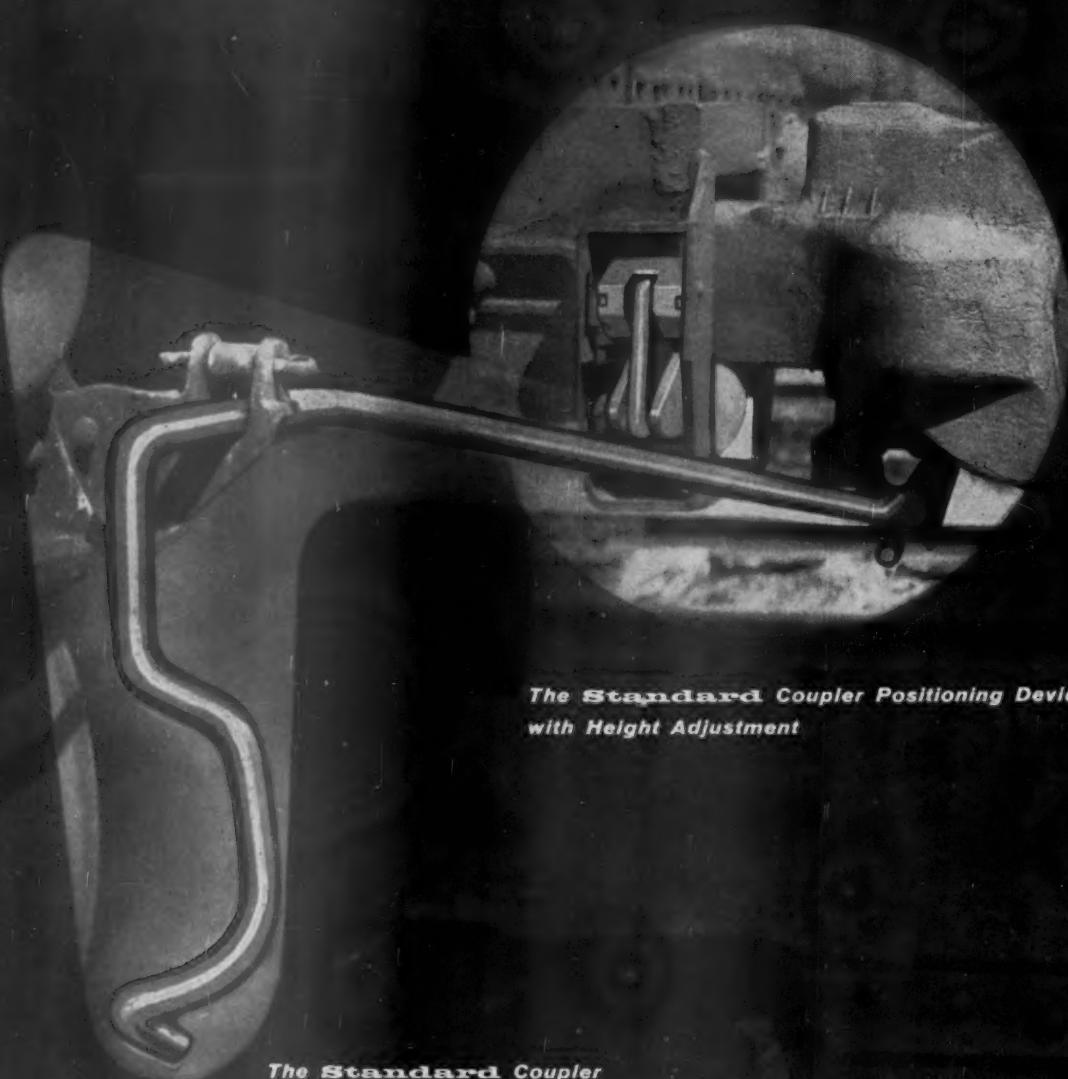
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safer than ever before (brakemen cannot use it for a step) makes coupling easier and faster. Both products are examples of **Standard Railway** tradition—designed to save, simplify, promote railroad profits!

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Standard Railway Equipment Manufacturing Co., (Canada) Ltd.
Sun Life Building, Montreal

MANUFACTURERS OF—Standard Improved Dreadnaught Ends—The Standard Diagonal Panel Roof—Standard Metal Floor Protectors—Standard Coupler Operating Device—Standard Positioning Device with Coupler Height Adjustment—and The Standard Wheel Truing Machine.

ties, as well as necessary steam and water handling equipment. The entire project will cost \$307,000.

The freight and passenger depot at La Salle, Ill., will be remodeled by Charles Hosutt at a cost of \$40,000.

St. Louis-San Francisco.—Centralized traffic control will be installed between Irving, Tex., and Gribble at a cost of \$40,000. Steam generators and electric air compressors are replacing boilers at Birmingham, Ala., shops at a cost of \$43,000.

Texas & Pacific.—Two all-steel vertical lift spans will be built to accommodate T&P traffic as plans for extension of the Intercoastal Canal from Indian Village, La., to Port Allen are carried out. One will be a 512-ft structure at Morley, some five miles west of Addis on the T&P main line. A smaller bridge will be built at Port Allen. A 2,000-ft "shoofly" will be built at Morley to handle traffic during construction of the bridge. Some 63,000 cu yd of excavation, 65,000 lin ft of timber piling, 2,800 cu yd of concrete and 610 tons of structural steel will be required for this project. Contracts will be let sometime in July and the work will require about 18 months to complete.

Western Pacific.—A motor car and roadway equipment repair shop, ramp and open platform are being built at Oakland, Cal., at an estimated cost of \$62,000. The shop will be 60 by 160 ft. Company forces and the Soule Steel Company will start the project before the end of June.

Abandonments

Authorizations

BAY TERMINAL.—To abandon its entire 5.7-mile line, from East Toledo, Ohio, to Rockwell Junction and Pew. The Sun Oil Company is to buy the terminal's properties, the ICC reported.

CANADIAN NATIONAL (Montreal & Southern Counties).—To abandon all commuter services provided by the MASC, an electric line wholly owned by the CNR, and extending from Montreal to Montreal South, Marieville, Mackayville, and St. Angele, a total of approximately 37 miles. Tracks now used by the MASC on the east side of the CNR's Victoria bridge across the St. Lawrence river between Montreal and St. Lambert will be replaced with a vehicular roadway, in line with plans outlined in *Railway Age*, March 28, page 13.

CHICAGO NORTH SHORE & MILWAUKEE.—To abandon the segments of its Shore Line branch between 10th Street in Waukegan, Ill., and North Shore Junction, 1.9 miles, and between Highland Park and Laurel Avenue, Wilmette, 9.9 miles. Division 4 also authorized abandonment of operation under trackage rights over 3.9 miles of the Chicago Transit Authority from Wilmette to Howard Street, Chicago. Commissioner Elliott dissented saying the commission lacked jurisdiction to act in the case. The division reported that the Illinois Commerce Commission authorized abandonment of the Shore Line route from Waukegan to Chicago except for 9.6 miles to be retained between North Chicago Junction and Highland Park to provide freight service in that area and permit access to the road's shops at Highland.

LEHIGH & NEW ENGLAND.—To abandon its 2.1-mile Bangor branch, from a connection with its main line at Bangor Junction, Pa., to a connection with the Lackawanna.

Securities

Chesapeake & Ohio.—*Employee Stock Plan.*—The ICC has approved this road's application for authority to modify its employee stock purchase plan to permit purchase of common stock up to an amount equal to 20% of the employee's annual wage. The modification stipulates that no participant in the plan may buy less than 10 shares nor more than 100 at one time. The plan would allow employees with only one year of service with the company to participate and would extend to December 31, 1959, the deadline for applications to buy stock under the plan (*Railway Age*, April 25, page 13).

Security Price Averages

	June	Prev.	Last
	7	Week	Year
Average price of 20 representative railway stocks	97.78	96.58	64.07
Average price of 20 representative railway bonds	98.59	98.30	94.48

Dividends Declared

ALLEGHENY & WESTERN.—\$3, semiannual, payable July 1 to holders of record June 20.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS.—common, \$5, semiannual; 5% preferred, \$1.25, quarterly; both payable July 29 to holders of record July 8.

DETROIT, HILLSDALE & SOUTHWESTERN.—\$2, semiannual, payable July 1 to holders of record June 16.

SEABOARD AIR LINE.—\$1.25, increased quarterly, payable June 27 to holders of record June 17.

TENNESSEE, ALABAMA & GEORGIA.—25¢, payable June 15 to holders of record May 27.

UNION PACIFIC (Correction).—A dividend of 25 cents per share on this company's preferred stock was erroneously reported in this column May 23 as payable June 30 to holders of record June 10. No such dividend has been declared; regular dividends on UP preferred are payable April 1 and October 1.

WESTERN MARYLAND.—7% preferred, \$2.50, quarterly (applicable to proposed new 5% preferred), payable June 30, September 30 to holders of record June 21.

Applications

BEAUFORT & MOREHEAD.—To issue a \$25,000 note in evidence of loans from its trustee, A. T. Leahy. Proceeds of the loans would finance construction of sidetrack facilities and rehabilitation work. The note, bearing interest at 5%, would be payable in 50 monthly installments over a 5-year period.

CHICAGO, BURLINGTON & QUINCY.—To assume liability for \$8,700,000 of equipment trust certificates to finance in part acquisition of equipment, listed below, at an estimated total cost of \$10,902,000.

Description and Builder	Estimated Unit Cost
30 1,750-hp diesel-electric units (Electro-Motive Division, General Motors Corporation)	\$223,500
350 gondola cars (Burlington Equipment Company)	7,555
50 gondola cars (Burlington)	7,445
190 flat cars (Burlington)	5,660
10 75-ft flat cars (Burlington)	10,510

The certificates, to be dated July 5, would mature in 30 semiannual installments of \$290,000 each, beginning January 5, 1956. They would be sold by competitive bids, which would fix the interest rate.

CHICAGO & NORTH WESTERN.—To assume liability for \$3,330,000 of equipment trust certificates to finance in part purchase of the

Reading Transportation Company.—subsidiary of the Reading, has become a member of National Trailways Bus System, to participate in through and connecting bus service to all points in the United States.

following diesel-electric units at an estimated total cost of \$4,178,525:

Description and Builder	Estimated Unit Cost
4 1,750-hp road-switchers (Electro-Motive Division, General Motors Corporation)	\$241,946
3 1,750-hp road-switchers (Electro-Motive)	197,797
2 1,750-hp road-switchers (Electro-Motive, Inc.)	174,940
3 1,000-hp switchers (Alco Products, Inc.)	108,700
4 1,600-hp road-switchers (Fairbanks, Morse & Co.)	181,732
2 1,600-hp road-switchers (FM)	189,262
1 1,600-hp road-switcher (FM)	200,302
3 1,600-hp road-switchers (FM)	210,102

The certificates, dated July 15, would mature in 15 annual installments of \$220,000 each, beginning July 1, 1956. They would be sold by competitive bidding, with interest rates to be determined by such bidding.

Authorizations

DELAWARE & BOUND BROOK.—The ICC has exempted this road from competitive bidding requirements in connection with a proposed extension of the date of maturity of \$1,800,000 of 3 1/2% first mortgage consolidated gold bonds (*Railway Age*, May 23, page 14).

MAINE CENTRAL.—The ICC has exempted this road from competitive bidding requirements in connection with a proposed issue of \$3,114,500 of 5% first mortgage and collateral bonds (*Railway Age*, May 23, page 14).

Financial

ICC Affirms Decision That Alleghany Is Carrier

The Interstate Commerce Commission has affirmed the decision wherein its Division 4 held that the Alleghany Corporation should retain its carrier status and remain subject to the Interstate Commerce Act.

In doing so, the commission took occasion to make a clear statement of its view that Alleghany acted lawfully in acquiring control of New York Central without prior approval of the commission. Having divested itself of control of Chesapeake & Ohio, the commission said, Alleghany was a "person not a carrier" [as that phrase is used in section 5(2) of the act] when it acquired control of Central; and Central was "a single established system," and thus the acquisition was an acquisition of all the properties of that system.

Interpretation.—"To give section 5 an interpretation which would require our approval each time stockholders decide to change directors of established system properties, or to elect new officers, and, consequently to install new management," the commission also said, "would have a tendency to set in motion within the organiza-



New York Central Photo



IMPROVED HIPOWERS
IMPROVE TRACK

How smooth and beautiful this roadbed looks! Day and night heavy diesel freights and fast passenger trains roar over it and put the best track to test. Strains, stresses, constant hammering, expansion and contraction, subject roadbeds to terrific beating.

The tremendous pressure of our heavy railway spring washers gives enough reserve power to hold rails tight longer, to maintain bolt tensions, to reduce effectively your cost of maintenance.

THE NATIONAL LOCK WASHER COMPANY, NEWARK 5, N. J., U. S. A.

A COMPLETE LINE OF RAILWAY SPRING WASHERS

tions contending forces which might well impair or destroy the results of legitimate integration. Although Congress has subjected the merging of railroad properties in many respects to regulation . . . we do not believe it intended for section 5 to be construed in a way that might produce undesirable results. Our interpretation of this section is to the contrary."

On this score, Division 4's report had seemed to chide Alleghany. It referred to the passing of control of Central to Alleghany "even though our approval in the premises has not been sought." It also referred to Alleghany's acquisition of "control of the board of directors" of Central, adding: "In our opinion, the Congress sought to prohibit that type of acquisition of control, unless approved and authorized by us upon consideration of an application, and upon our finding that the proposal would be consistent with the public interest" (*Railway Age*, May 14, page 83).

The entire commission, as the present report put it, now considers such an acquisition of control to be a "transaction in which it appears from provisions of the act that no public interest is involved."

Background—The commission's report, like that of Division 4, was in Finance Docket No. 18656. The case involved an application for authority to merge properties of the Louisville & Jeffersonville Bridge & Railroad Co. into the Cleveland, Cincinnati, Chicago & St. Louis, Alleghany and Central were parties to the application, seeking authority to acquire control of Jeffersonville properties by virtue of their control of the Big Four.

Division 4 approved the merger transaction, continuing Alleghany in the carrier status it acquired in 1945 under a commission order which sanctioned its control of C&O. This involved rejection of the Securities Exchange Commission's contention that it should have jurisdiction over the holding company. The present commission report, which upheld the division, disposed of petitions for reconsideration that had been filed by SEC and minority stockholders of Alleghany and Central.

Miami Asks Seaboard, FEC Relocate for Union Depot

The City of Miami has asked the Interstate Commerce Commission for a ruling that would require the Florida East Coast and Seaboard to take part in establishing a union station in that city.

The commission was asked to find that public convenience and necessity required abandonment by the FEC of all its main tracks from 71 Street, NE, to Ludlum road, and by the Seaboard of all passenger train service from 36 Street to 22 Street.

The Miami application further called for the commission to require both

roads to extend their main lines to serve a union station whether either or both of them build it or it is built for their use. Lastly, the ICC was asked to rule that the expense involved "will not impair the ability of the (roads) to perform their respective duties to the public." The proposed union station would be located between Fourteenth and Twentieth streets, NW, off Le Jeune road, and would be an aid to the development and expansion of the city, the application stated.

Alleghany Corporation.—*Stock Exchange*.—The ICC has granted this company authority to issue 1,367,440 shares of 6% \$10 par convertible preferred stock, to be exchanged on a 10-for-one basis for 136,744 shares of 5 1/2% \$100 par preferred, series A, now outstanding. Division 4 stated that dividend arrearages reported by Alleghany in its application (*Railway Age*, February 28, page 36) will ultimately be eliminated through the proposed issue. Division 4 also approved issuance of 14,768,352 shares of \$100 par common stock upon conversion of the 6% preferred. The 6% preferred would be convertible upon payment of \$3.75 per share of common stock into which it is converted with the number of common stock shares to be specified by the company at the time of the issuance of the 6% preferred.

Supply Trade

Alco Products has announced an agreement with **A. E. Goodwin, Ltd.**, of Glebe, Australia, under which the latter firm will manufacture Alco diesel-electric locomotives in Australia. First units built under the agreement will be six Alco "World" locomotives for



D. R. CARSE, assistant vice-president, Pullman-Standard Car Manufacturing Company, who has been elected vice-president, sales. He will continue in charge of the New York office.

the South Australian Railways. Diesel engines will be built in Alco's Schenectady, N.Y., plant, and Goodwin, with the help of Alco specialists, will manufacture most other components in Australia. Goodwin heretofore has been active in the railway field principally as a car builder.

Oakite Products, Inc., has formed an export division for distribution of its products to Latin America and overseas. **Harry V. Kerker**, who has been with Oakite for the past 12 years, has been appointed manager, with office in New York.

Clark Equipment Company has appointed the following dealers to sell and service its Michigan line of tractor shovels and excavator cranes: **Stephens Equipment Company**, Des Moines, Iowa; **R. E. Common Equipment Company**, Peoria, Ill.; **Machinery Outlet, Inc.**, Wichita, Kan.; **Totem Equipment Company**, Seattle, Wash.; **West Virginia Tractor & Equipment Co.**, Charleston, W. Va.; and **Barker Equipment Company**, Fredericton, N.B.

J. A. Zelle Company, railroad hardware, Bridgeport, Conn., has acquired the railway assets of **Barnaby Manufacturing Company**, including dies, tools, patterns, drawings and inventory.

Harry D. Fenske has resigned as vice-president—transportation and general manager, Steel Floor division, **Great Lakes Steel Corporation**. Mr. Fenske, the inventor of Nailable Steel Flooring, has been in charge of its promotion and sale.



DOUGLAS GRYMES, JR., who has been appointed a vice-president in the Wood Preserving division of Koppers Company. He will retain the duties of division sales manager, which he assumed in 1953.

OBITUARY

Robert Jay Shoemaker, engineering consultant, Magnus Metal division, National Lead Company, died at his home in Chicago, May 25.

Railway Officers

ASSOCIATION OF AMERICAN RAILROADS.—**L. E. Dale**, transportation engineer of the AAR and executive vice-chairman of its Train Operation, Control and Signals Committee, at Washington, D.C., retired June 1, after 48 years of railroad service. Mr. Dale's duties have been assumed by **James K. Murphy**, who has been promoted from secretary of the TOC&S Committee to assistant to vice-president of the AAR's Operations and Maintenance Department. **Pierre D'Auga** has been promoted from inspector to secretary of the TOC&S Committee.

ATLANTIC COAST LINE.—**B. B. Vaughn**, trainmaster, Waycross district, has been appointed superintendent of the Birmingham and Brunswick districts at Manchester, Ga. **O. P. Dowling**, acting superintendent of the Charleston district at Charleston, S.C., has been appointed superintendent of that district. **A. A. Karle** succeeds Mr. Vaughn as trainmaster at Waycross. **E. B. Rush**, assistant to general manager at Jacksonville, Fla., retires June 16, after more than 56 years of service.

BANGOR & AROOSTOOK.—**John R. Hall**, northern Maine sales manager, has been transferred from Presque Isle to the general sales office in Bangor. **Frederick B. Lunt**, assistant to vice-president—sales at Bangor, has assumed charge of the northern Maine sales office at Presque Isle.

BELT OF CHICAGO-CHICAGO & WESTERN INDIANA.—**John H. Park** has been named attorney at Chicago.

BESSEMER & LAKE ERIE.—**Robert W. Bramwell**, vice-president and assistant to president of the Pitts-

engineer track at Greenville, Pa. The position of assistant engineer, formerly held by Mr. Faries, has been discontinued. **L. D. Shelky**, office assistant to chief engineer, has been appointed assistant engineer, succeeding **G. G. Martin**, retired. **V. H. Fisher**, chief clerk, has been named office assistant to chief engineer.

J. W. Hollingsworth has been appointed industrial engineer at Greenville, succeeding **Harry R. Morris**, who has been promoted to chief industrial engineer.

BURLINGTON.—**C. C. Corneils**, assistant superintendent of shops at Aurora, Ill., has been appointed superintendent of shops there, succeeding **N. J. Bricher**, who has retired after more than 50 years of service.

R. A. Boerke has been appointed engineer of tests at Aurora, succeeding **F. W. Dunning**, who has retired after more than 38 years of service.

BOSTON & MAINE.—**George H. Bolton**, purchasing agent at Boston, has been appointed director of purchases and stores. Mr. Bolton joined the B&M in 1917 as clerk in the publicity and advertising departments and was transferred to the purchasing and stores department in 1918. He was

Harold C. T. Boyd, assistant chief of research, has been named assistant to chief engineer. A photograph of Mr. Fast was published in *Railway Age*, March 7, page 58.

Mr. Johnston was born at St. Thomas, Ont., July 31, 1909, and joined the CNR in that city in 1927. Four years later he entered Queen's University (B.S. in E.E., 1935), continuing with the CNR during summer vacations. After graduation he served successively as bridge and building master,



Alton V. Johnston



George H. Bolton

promoted to assistant chief clerk in 1930, assistant to purchasing agent in 1940, and purchasing agent in 1950. Mr. Bolton is a member of the Purchasing & Stores and Purchasing Procedures Committees of the Association of American Railroads, and president of the New England Railroad Club.

CANADIAN NATIONAL.—**Alton V. Johnston**, assistant chief engineer at Montreal, has been appointed chief engineer of the system, succeeding **Ross O. Stewart**, who retired under the pension rules of the company May 31, after 42 years of railroad service. Mr. Stewart will be retained by the CNR as consulting engineer for the Montreal Terminal Development and other special projects. **Henry J. Fast**, who has been assistant to chief engineer since February, has been appointed assistant chief engineer, and

assistant division engineer, division engineer, senior assistant engineer of Central region, office engineer, assistant chief engineer of Central region, and office engineer—system, becoming assistant chief engineer—system in February 1950.

Frank W. Campbell, district engineer, Central region, at Montreal, has been named engineer maintenance of way, Central region, at Toronto, succeeding **David W. Blair**, who has been appointed assistant chief engineer, Atlantic region, at Moncton, N.B. **Edgar S. English**, district engineer, Western region, at Winnipeg, has been transferred to Montreal to replace Mr. Campbell.

Harry L. Slater, accounting assistant at Montreal, has been appointed assistant comptroller of revenues for the entire system at that point, succeeding **Andrew Clarke**, who has retired on pension after nearly 44 years' service.

CANADIAN PACIFIC.—**C. A. Colpitts**, assistant chief engineer at Montreal, has been appointed chief engineer there, succeeding **R. A. Emerson**, whose promotion to vice-president, operation and maintenance, was noted in *Railway Age* May 23. **Gerald E. Shaw**, engineer of bridges at Montreal, succeeds Mr. Colpitts as assistant chief engineer. **J. M. Bentham** has been appointed assistant engineer of bridges, replacing **C. Neufeld**, who succeeds Mr. Shaw as engineer of bridges.

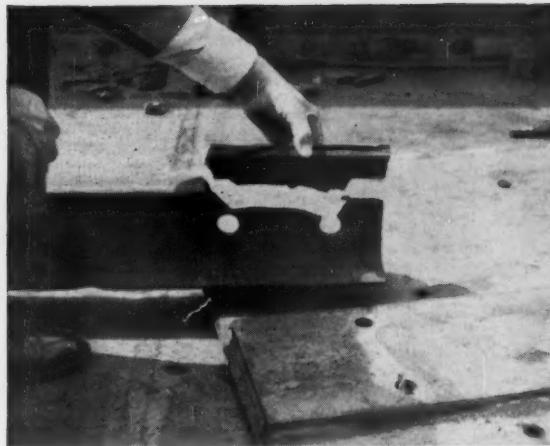
Mr. Colpitts was born at Winnipeg, January 23, 1907, and attended the University of Manitoba (B.S.C.E., 1933). He entered CPR service in July 1925 in Weston shops, taking up



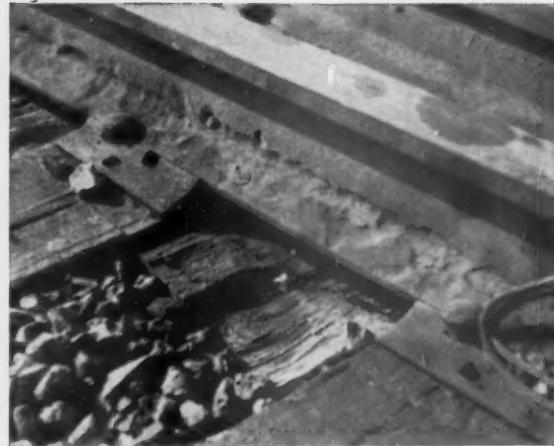
Robert W. Bramwell

burgh & West Virginia, has been appointed assistant to president of the B&LE at Pittsburgh.

D. T. Faries has been appointed



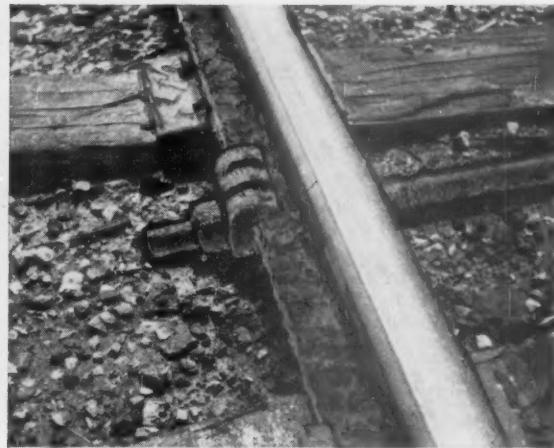
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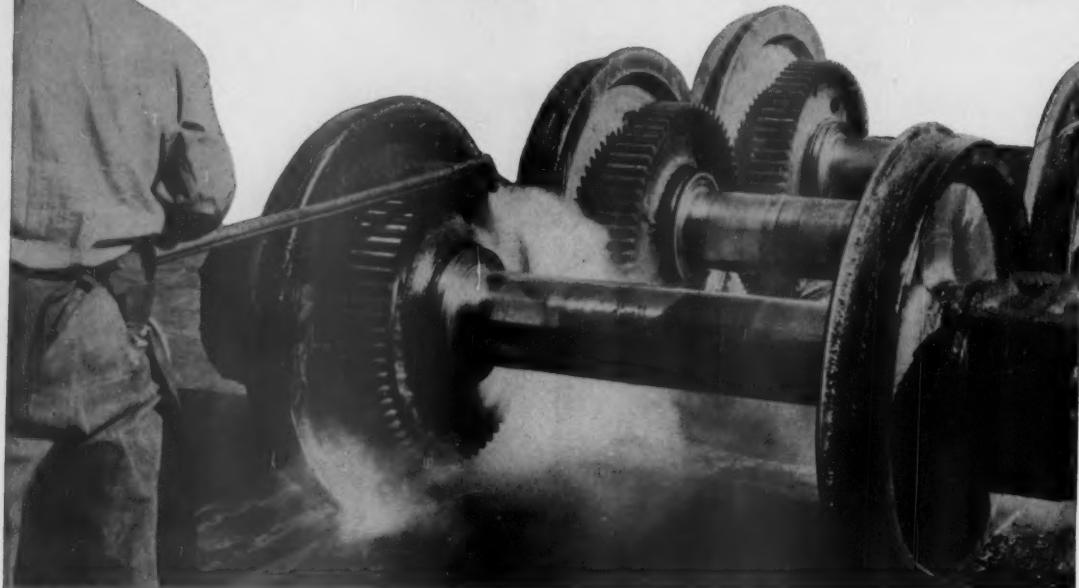
Railroad.....

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City.....Zone.....State.....

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with fast **OAKITE STEAM-DETERGENT GUN**



Removing heavy-duty lubricants from recessed areas is a real tough assignment. And that's what you're up against when you have to remove Crater's Compound from between the bull gear teeth of Diesel driving wheels.

Pictured here is a man with the right idea. With no facilities for boiling out the compound by hot tank, he's blasting the stuff loose with the handy Oakite Steam-Detergent Gun. He's got down between the teeth... cleaned them to the very roots.

Next time you face this problem you try the Oakite Steam-Detergent Gun. You'll easily save up to 50% cleaning time. You'll speed up such other jobs as cleaning running gear, traction motors, trucks, locomotive frames before fracture tests. You can strip paint, too.

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OAKITE

RAILWAY DIVISION

permanent work after graduation from college. Following a series of moves through the Prairie provinces, Mr. Colpitts served as division engineer at Saskatoon, Sask., and Vancouver; assistant district engineer and district engineer at Vancouver; and engineer of track at Montreal. He was appointed assistant chief engineer in October 1951.

W. J. Furlong, general foreign freight agent at Montreal, has been appointed foreign freight traffic manager there, succeeding **K. M. Fetterly**,



C. A. Colpitts



Gerald E. Shaw

whose death was reported in *Railway Age* May 16.

Trevor Wood, superintendent of the Lakehead division at Fort William, Ont., has been named general superintendent of the Manitoba district at Winnipeg, succeeding **W. F. Tully**, who has retired after 48 years of service. **A. F. Fryers**, assistant superintendent at Minnedosa, Man., has been promoted to superintendent at Brandon, Man., succeeding **J. V. Forrest**, who succeeds Mr. Wood at Fort William. **Howard R. Kelley**, assistant superintendent terminals at Winnipeg, has been promoted to superintendent terminals there, succeeding **W. M. Russell**, who has retired after 43 years of service. **J. Ramage**, locomotive engineer, has been appointed assistant superintendent at Brandon, succeeding **J. A. Tolley**, who transfers to Minnedosa. **H. G. J. McGinn**, yardmaster at Leth-

bridge, Ont., succeeds Mr. Kelley as assistant superintendent Winnipeg terminals.

J. N. McPherson, assistant freight traffic manager, Prairie region, Winnipeg, has been appointed general foreign freight agent, with supervision



Trevor Wood



A. F. Fryers



Howard R. Kelley

over all foreign freight traffic through Atlantic ports and through Pacific ports from and to Quebec district.

A. L. McGregor, supervisor labor relations at Montreal, has been appointed assistant manager personnel at that point, succeeding **I. J. McNaughtan**, who retired May 31 after more than 46 years of service.

CENTRAL OF GEORGIA.—**David H. Noble** has been named electrical engineer at Savannah, Ga., succeeding **William H. Mims**, whose promotion to superintendent motive



David H. Noble

power and equipment was reported in *Railway Age* March 28. Mr. Noble was formerly traveling electrical foreman of the **Atlantic Coast Line** at Wilmington, N.C.

JERSEY CENTRAL.—**Lester E. Evans** has been appointed division freight agent for the CNJ and the **New York & Long Branch** at Long Branch, N.J., succeeding the late **Harold E. Garrison**. Mr. Evans was formerly chief clerk in the New York office of freight traffic manager in charge of sales and service.

LACKAWANNA.—**W. S. Burwell** has been appointed general agent at Easton, Pa., succeeding **Z. L. Mathers**, who has retired after 52 years of service.

MILWAUKEE.—**William J. Quinn**, general solicitor at Chicago, has been elected vice-president and general counsel there, succeeding **Car-**



MONON.—**Albert S. Long, Jr.**, general attorney, who has been appointed general solicitor at Chicago (*Railway Age*, May 23, page 39).



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son L. Taylor, who has retired. Thomas H. Maguire, general attorney and commerce counsel at Chicago, replaces Mr. Quinn. Edwin O. Schiwe, assistant general solicitor, has been appointed general attorney, and Raymond K. Merrill, also assistant general solicitor, has become commerce counsel, both with headquarters remaining at Chicago. James P. Reedy, attorney, has been named assistant general solicitor at Chicago. E. P. Snee, assistant superintendent, Chicago terminals, at Bensenville, Ill., has exchanged positions with F. J.



William J. Quinn



Thomas H. Maguire

Kuklinski, assistant superintendent, Twin City terminals, at Minneapolis. F. A. Barton, trainmaster, Chicago terminals, at Bensenville, has exchanged positions with E. A. Duszak, trainmaster, Idaho division, at Spokane, Wash. D. P. Valentine, trainmaster at Marion, Iowa, has been transferred to LaCrosse, Wis., succeeding W. T. Hjorth, resigned. R. G. Scott, trainmaster at Aberdeen, S.D., succeeds Mr. Valentine, and in turn has been succeeded by J. R. Werner, who has been transferred from St. Paul. R. L. Martin, special assistant to general manager at Chicago, replaces Mr. Werner.

Mr. Quinn joined the Milwaukee in 1954 as general solicitor at Chicago. Prior to that he had served in various capacities with the Soo Line.

MISSOURI-KANSAS-TEXAS.—Vernon Gaston and R. R. Chavis, general freight agents at St. Louis, have been named assistant freight traffic managers there. J. P. Ganley has been appointed assistant general freight agent at St. Louis, succeeding C. E. Smith, who has been promoted to general freight agent there.

NEW YORK CENTRAL.—Maurice N. Ray, assistant general claims attorney, has been appointed general claims attorney at New York, succeeding Herbert L. Hanson, who retired May 31 after almost 47 years of service.

Douglas Campbell, who has been manager industrial development at Cleveland since January, has been appointed to the newly created position of assistant to president—customer services.

Paul Martin, superintendent work equipment of the Denver & Rio Grande Western at Denver, has been appointed superintendent of maintenance equipment of the NYC system at Cleveland, succeeding James C. Ryan, who retired May 31 after more than 32 years of service. Joseph H. Cummings, assistant supervisor of stations and motor service at New York, has been named supervisor of stations and motor service at Syracuse, N.Y., succeeding R. J. Roach, deceased.

NICKEL PLATE.—C. A. Madigan, general agent at Salt Lake City, has been transferred to Toledo, succeeding Frank A. Smith, who has retired after 31 years of service. A. E. Orsinger has been named general agent at Louisville, succeeding J. R. Reed, who replaces Mr. Madigan at Salt Lake City.

NORTHEAST OKLAHOMA.—S. Bland Herndon, general freight agent at Miami, Okla., has been appointed traffic manager there.

NORTHERN PACIFIC.—F. G. Moody, superintendent of car department at St. Paul, has retired after nearly 49 years of service. His successor is H. E. Brakke, assistant superintendent of car department, who in turn has been succeeded by G. A. Webster, general car inspector. D. S. Roy, assistant general air brake inspector, replaces Mr. Webster. W. R. Shannon, assistant to general mechanical superintendent at St. Paul, has been appointed assistant general mechanical superintendent there, succeeding E. R. Manor, retired.

RAILWAY EXPRESS AGENCY.—Paul Gross, Jr., secretary and administrative assistant at New York, has been appointed assistant to president, and secretary. E. Boykin Hartley, assistant to president, has been named director of purchasing.

Francis T. Halligan, agent at Washington, D.C., has been appointed superintendent at Cleveland, succeeding H. J. Kuhns, who has been trans-



GULF, MOBILE & OHIO.—Belin V. Bodie, chief engineer at Mobile, Ala., has been promoted to assistant vice-president and chief engineer.

ferred to the Michigan division at Detroit.

ROCK ISLAND.—A. F. Hatcher has been appointed general freight traffic manager, sales and service; E. A. Tharp, general freight traffic manager, rates and divisions; P. J. Schmidt, general industrial agent; A. J. Ferrell, freight traffic manager, sales and service; J. E. Edwards, assistant general freight agent, and C. E. McArthur, assistant to general freight traffic manager, sales and service. All will have headquarters at Chicago.

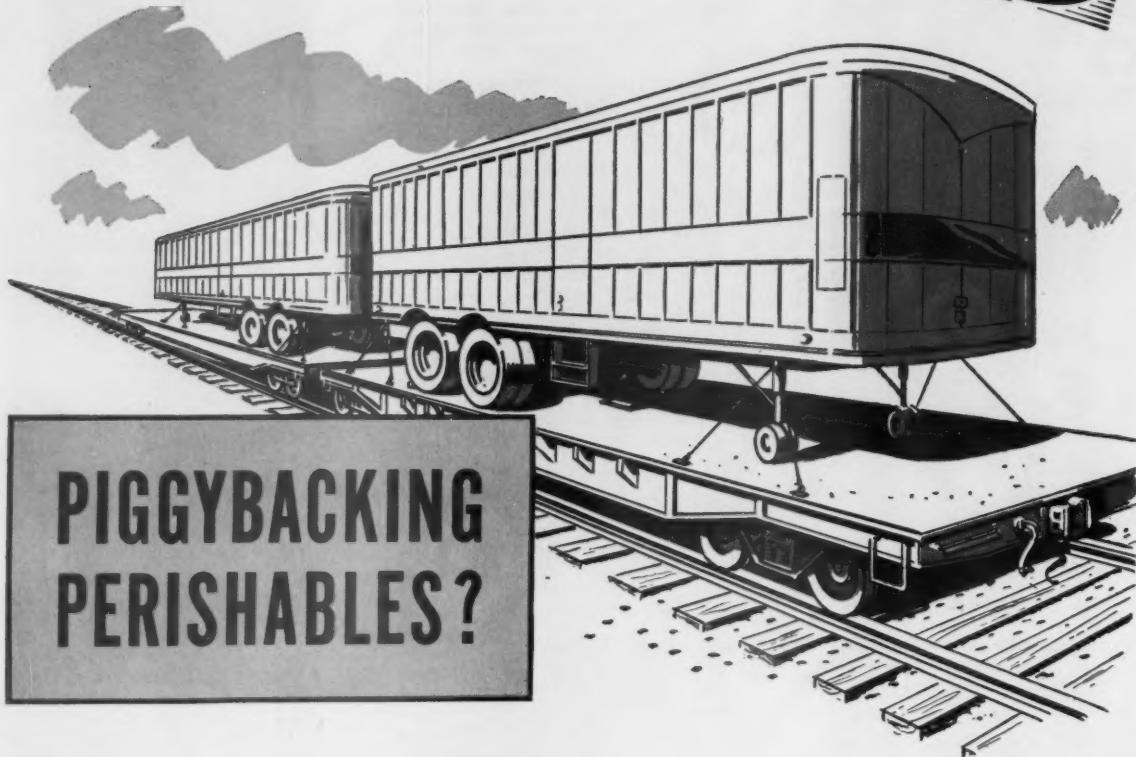
E. L. Nylander, assistant superintendent car department at Chicago, has been appointed superintendent car department there.

SOUTHERN.—Karl C. Shults, superintendent of the Birmingham division, has been appointed general superintendent transportation, Western lines, at Cincinnati, succeeding Walter W. Simpson, who has retired after 41 years of service. Louis E. King, superintendent at Greenville, S.C., has



SOUTHERN PACIFIC.—P. J. Kendall, general auditor at San Francisco, has been appointed vice-president and general auditor.

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been transferred to Birmingham, succeeding Mr. Shults. **J. Ray Brosnan**, superintendent at Charleston, S.C., has been transferred to Columbia, S.C., succeeding **John A. Rust**, who replaces Mr. King at Greenville. **Robert H. Snyder**, trainmaster at Asheville, N.C., has been appointed superintendent at Charleston, succeeding Mr. Brosnan.

H. L. Guin, general claims attorney at Washington, D.C., retires July 1, after more than 41 years of service. **W. S. Allison**, general claim agent at Washington, will assume the duties of Mr. Guin, with the title of chief claim agent. **J. A. Lee**, district claim agent at Columbia, has been named general claim agent at Washington, succeeding Mr. Allison. **C. P. Seay**, assistant to general claims attorney at Washington, has been appointed assistant chief claim agent there.

SOUTHERN PACIFIC. — **Stanfield Johnson**, general attorney at Washington, D.C., has been named general solicitor at San Francisco. **Edmund Burke**, assistant claim agent, has been appointed general freight claim agent, and **G. F. Garland**, also assistant freight claim agent, has been promoted to freight claim agent, both remaining at San Francisco. **H. H. Fink** replaces Mr. Garland. **G. J. Peterson**, assistant freight claim agent at Los Angeles, has been named freight claim agent there.

J. A. McKinnon, superintendent, Shasta division, at Dunsmuir, Cal., has

right of way agent at Portland, Ore., succeeding the late **Philip H. Hulley**.

Mervyn C. Nystrom, assistant general purchasing agent—system at San Francisco, has been appointed general purchasing agent—system there, succeeding **George M. Betterson**, who has retired after 43 years of service.



Mervyn C. Nystrom

Mr. Nystrom joined the road in 1916 as a typist in the purchasing department. After serving in various other capacities he was appointed assistant purchasing agent in 1933, and assistant general purchasing agent at San Francisco in 1942.

SOUTHERN PACIFIC TRANSPORT COMPANY (LOUISIANA).

—**S. J. Hoyt** has been appointed superintendent at New Orleans.

TOLEDO, PEORIA & WESTERN. — **A. J. Miller**, Eastern traffic manager at New York, has been named vice-president—traffic at Peoria, Ill., succeeding **E. H. Gaennie**, who has joined the **Rock Island** as Eastern traffic manager at New York. **Patrick J. Rice**, formerly with the commerce department of the **New York Central** at Chicago, has been appointed assistant general freight agent, rates and



Stanfield Johnson

been appointed assistant general manager at San Francisco, succeeding **E. D. Moody**, who has been assigned to special duties. **A. W. Kilborn**, assistant superintendent, Tucson division, at Tucson, Ariz., succeeds Mr. McKinnon, and in turn has been replaced by **R. O. Coltrin**, trainmaster at Tucumcari, N.M.

Bernard G. Gallacher, assistant division engineer at Stockton, Cal., has been appointed construction engineer at San Francisco, succeeding **D. K. McNear**, transferred.

Earl O. Miller, tax agent at Los Angeles, has been appointed tax and

assistant general freight agent, rates and divisions, at Chicago. **Gerald F. Miller** succeeds A. J. Miller as Eastern traffic manager at New York.

A. J. Miller joined the TP&W in 1947 as general agent at New York, subsequently holding the positions of traffic manager and Eastern traffic manager. Prior to joining the TP&W he had served with the Reading and the Frisco.

UNION PACIFIC. — **Warren R. Neustrom** has been appointed general agent at Las Vegas, Nev.

Lyle L. Crawford has been appointed freight and passenger agent at St. Joseph, Mo., succeeding **Frank F. Robinson**, who retires June 30 after 49 years of service. **Charles A. Richards** has been named general agent at Minneapolis, effective July 1, succeeding **Emil W. Mau**, who transfers to Cincinnati, to replace **Francis B. Swope**, who retires June 30 after 54 years of service. **Richard A. Winn** has been appointed general agent, freight department, at Topeka, Kan.

VIRGINIAN. — **D. C. King**, general manager, has been elected vice-president and general manager at Norfolk, Va. **J. E. Pearce**, secretary and assistant treasurer at Norfolk, has been elected secretary and treasurer at New



D. C. King

York. **William R. Coe**, vice-president and treasurer at New York, has become chairman of the executive committee and will remain a vice-president.

W. O. Robinson, commercial agent at Roanoke, Va., has been appointed general agent at Detroit, succeeding **Henry H. Clapp**, who retired May 31.

OBITUARY

C. P. Couch, 64, who retired in May 1944 as chairman of the board of the **Kansas City Southern**, died June 2 of a heart attack in Little Rock, Ark.

O. F. Hark, 68, assistant general superintendent motive power—personnel of the **Norfolk & Western** at Roanoke, Va., died May 30.

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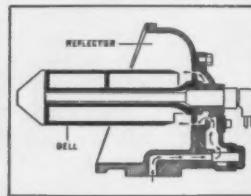
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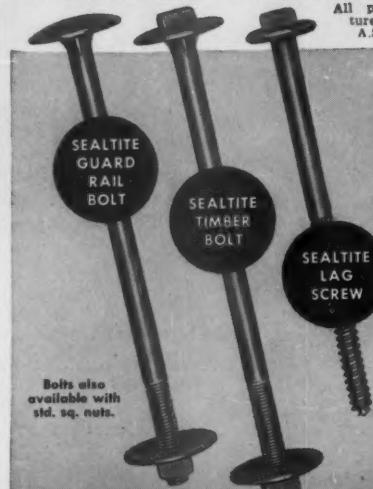
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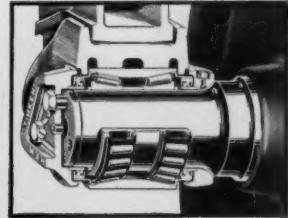
- 1) *No lateral movement within the bearing.* The taper prevents lateral movement in Timken bearings. There's no pumping action to force lubricant through the seals and out of the journal box, no scuffing of rollers and races to shorten bearing life.
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